

NORDDEUTSCHER LLOYD, BREMEN.

IMPERIAL GERMAN MAIL LINE.

FOR	STEAMERS	TO SAIL
SHANGHAI, NAGASAKI, HIOGO, and YOKOHAMA	"PRINZ LUDWIG" Capt. F. v. Binszer	WEDNESDAY, 4 A.M., 1st July.
KUDAT and SANDAKAN	"BORNEO" Capt. F. Sembill	THURSDAY, 9 A.M., 2nd July.
NAPLES, GENOA, ALGIERS, GIBRALTAR, SOUTHAMPTON, ANTWERP and BREMEN	"KLEIST" Capt. Rud Meyer	THURSDAY, 9 A.M., 2nd July.
MANILA, NEWGUINEA, BRISBANE, SYDNEY and MELBOURNE	"PRINZ WALDERMAR" Capt. W. v. Senden	THURSDAY, 5 P.M., 16th July.

For further Particulars, apply to

**NORDDEUTSCHER LLOYD
MELCHERS & CO.,**

GENERAL AGENTS, HONGKONG & CHINA.

Hongkong, 29th June, 1908.

MESSAGERIES MARITIMES.

FRENCH MAIL LINES.

FORTNIGHTLY SERVICE TO and FROM EUROPE via SUEZ CANAL.
TO and FROM JAPAN via SHANGHAI.

FOR	STEAMERS	CAPTAINS	TO SAIL ON
SHANGHAI, KOBE, YOKOHAMA, MARSEILLES, VIA PORTS	"TOURANE"	Lancelin	6th July, P.M.
SHANGHAI, KOBE, YOKOHAMA, MARSEILLES, VIA PORTS	"POLYNESE"	Martin	7th July, at 1 P.M.
SHANGHAI, KOBE, YOKOHAMA, MARSEILLES, VIA PORTS	"ARMAND BEHIC"	Guignot	20th July, P.M.
SHANGHAI, KOBE, YOKOHAMA, MARSEILLES, VIA PORTS	"CALEDONNIEN"	Lemonnier	21st July, 1 P.M.

Transshipment on the Co's Steamers at Singapore for Batavia; at Colombo for Calcutta, Bombay and Australia; at Port Said for the Levant, Constantinople and Black Sea.

Through Tickets to London via Paris from £27.10 up to £71.10. 20 hours' railway from Marseilles to London.

Interpreters meet passengers at their arrival in Marseilles.

For further particulars, apply to

P. NALIN,
ACTING AGENT,

QUEEN'S BUILDINGS.

Hongkong, 23rd June, 1908.

CHARGEURS RÉUNIS.

FRENCH STEAMSHIP CO.—HEAD OFFICE: PARIS.

ALL ROUND THE WORLD LINE.

Outward: ANTWERP, DUNKIRK, LA PALlice, MARSEILLES, GENOA, NAPLES, COLOMBO, VIA SUZ, SINGAPORE, HONGKONG, CHINA, WANTAO (Peking, Tientsin), KOBE, YOKOHAMA, GENOA TO HONGKONG IN 30 DAYS.

Unique opportunity to make a tour in North-China and Japan with the Greatest Speed, Safety and Comfort.

Trans-Pacific: VICTORIA (B.C.), VANCOUVER, SEATTLE, SAN FRANCISCO. Connecting with the Canadian Pacific Railway.

FREIGHT to OVERLAND via VANCOUVER.

PASSENGERS to OVERLAND and EUROPE via VANCOUVER.

YOKOHAMA—VANCOUVER...13 Days.

LONDON and PARIS...25

Homeward: MEXICO, RIVER PLATE, BRAZIL, LA PALlice, LIVERPOOL, VIA MAGELLAN STRAITS.

Proposed Sailings:

* AMIRAL EXELMANS...25th July.	* CEYLAN...26th Nov.
* OURSSANT...27th Aug.	* CORSE...11th Jan.
* MALTE...15th Oct.	

No passengers. * Intermediate class and rates of passage. New Twin Screw 16,000 T. displac., 1st class accommodation, splendidly equipped with single berth cabins. All round the world ticket by these boats.

For further Particulars, apply to

P. NALIN, FRENCH MAIL OFFICE.

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WEST RIVER BRITISH STEAMSHIP COMPANIES.

HONGKONG-WUCHOW LINE.

THE Steamers "LINTAN" and "SAN-UI" sail from HONGKONG TWICE A WEEK and COMPLETE THE ROUND TRIP IN 4 DAYS. These steamers have Excellent Saloon Accommodation, and are Lighted Throughout by Electricity. THE CLIMATE ON THE WEST RIVER DURING THE WINTER MONTHS IS VERY FINE AND EXHILATING.

For further Information apply to—

BUTTERFIELD & SWIRE,

AGENTS,

WEST RIVER BRITISH S.S. COMPANY

Hongkong, 26th March, 1908.

THE YOKOHAMA DOCK CO., LTD.

No. 1 DOCK.

Length inside 514 ft. Width of entrance, top 95 ft.; bottom 75 ft. Water on blocks, 27.5 ft. Time to pump out, 4 hours.

No. 2 DOCK.

Length inside, 375 ft. Width of entrance, top 60.5 ft. bottom 45.8 ft. Water on blocks, 26.5 ft. Time to pump out, 2 hours.

THESE DOCKS are conveniently situated in Yokohama harbour and the attention of Captains and Engineers is respectfully called to the advantages offered for Docking and repairing Vessels and Machinery of every description.

The plant and tools are of recent pattern for dealing quickly and cheaply with work and a large stock of material is always at hand, (plates and angles all being tested by Lloyd's surveyors).

Two powerful Twin Screw Tugboats are available for taking Vessels in or out of Dock, and for taking Sailing Vessels in or out of the bay. The floating derrick is capable of lifting 35 tons.

Steam Launches of Steel or Wood, Lighters, Steel Buildings and Roofs, Bridge Work, and all kinds of Machinery are made on the premises.

Tenders will be made up when required and the workmanship and material will be guaranteed.

The cost of Docking and repair work, will be found to compare favourably with that of any port in the world.

Telephone: Nos. 376, 506, or 681.

Telegrams, "Dock, Yokohama," Odes A. B. O. 4th and 5th Edt.

Liebers, Bontts, A. I. and Watkins.

Yokohama, May 23rd, 1905.

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Shipping—Steamers.

JAVA-CHINA-JAPAN LIJN.

REGULAR THREE-WEEKLY SERVICE BETWEEN JAVA, CHINA, AND JAPAN.

Steamer.	From	Expected on or about	Will leave for	On or about
TJILIWONG.	JAVA	First half July	JAPAN	First half July
TJIMAH.	SHANGHAI	First half July	JAVA	First half July
TJIPANAS.	JAVA	First half July	SHANGHAI	First half July
TJIBODAS.	JAPAN	Second half July	JAVA	Second half July
TJIKINI.	JAVA	Second half July	JAPAN	Second half July
TJILATJAP.	JAVA	Second half July	SHANGHAI	Second half July

The Steamers are all fitted throughout with Electric Light and have Accommodation for a limited number of Saloon Passengers, and will take Cargo to all Netherland India Ports through Bills of Lading.

For Particulars of Freight and Passage, apply to

JAVA-CHINA-JAPAN LIJN.

Telephone No. 375.

YORK BUILDINGS, 1st floor.

Hongkong, 30th June, 1908.

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MESSAGERIES CANTONNAISES.

FRENCH LINE OF STEAMERS BETWEEN HONGKONG, CANTON AND KOUANG-SI.

S.S. "PAUL BEAU," 1,900 tons, 14 knots.
S.S. "CHARLES HARDOUIN," 1,900 tons, 14 knots.

The speediest, most luxuriously appointed and punctual steamers on the line. Departure from Hongkong at 10 P.M. (Saturdays excepted). Departure from Canton at 5.15 P.M. (Sundays excepted).

These superb steamers carrying the French Mail are fitted throughout with Electric Light and Fans and were specially built for this trade. Excellent cuisine.

The Company's Own Wharf near Wing Lok Street.

Canton Agents: Messrs. E. Pasquet & Co.

For further particulars, please apply to—

BARRETT & CO.,

Agents.

Hongkong, 28th March, 1908.

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Intimation.



G. de CHARTREUSE

Despite the mendacious imputations made, CHARTREUSE does not depend on the Government nor to a Liqueur.

The C. FERMIERE de la GRANDE CHARTREUSE, manufactures, according to ancient tradition, this famous liqueur at the Grande Chartreuse, with French Brandy, of which a large stock is always held in reserve, and the plants indigenous to and grown on the pastoral mountains of the estate of la Grande-Chartreuse.

INSIST ON BEING THE SIGNATURE



THE INFORMER.

The "mata anjing" is among the Malays reckoned a man of some official standing invested with wide powers, and occupying an envied place in native society, such as it is. To the Kling he is a brother looked up to as a very clever fellow indeed, whose principal duty is to appear in the eyes of his European superiors a zealous and devoted servant of the Company, whilst never forgetting that the one aim to be accomplished is the begetting of money. Visions of a pension with a small place in the country stocked with plantain trees, an absolute essential to independence, rise up before his eyes as the culminating triumph in a life-long series of financial victories.

But by the Celestial he is estimated in a rather different manner. The slave of a blundering and alien Government, no words can convey the contempt and fear in which he is held. A man without a soul, to whom honour is unknown, a buyer and seller of virtue, a prince among thieves, an interloper with the liberty of the subject, a detestable and altogether undesirable person.

If this be the aspect in which the Chinese workers and traders view the native mata, one can scarcely conceive the abhorrence with which the "police nose," the Chinese informer is looked on by his fellow countrymen. In Europe, the class also enjoy an unequaled reputation, and are in constant fear of reprisals, but there is an essential difference. Here the informer is not only the link between crime and punishment, but too often the instigator, if not the active perpetrator, and not content with deceiving the police by giving false information, he has little scruple in conceiving a plan of campaign, directed against the innocent householders who either have incurred his displeasure or whose simplicity and innocence offer ready weapons with which to further his nefarious designs.

The secret police fund is his bank reserve which can be drawn on when with keen appetite and eagle eyes he searches for traces of moral weakness on the part of the criminal community, but the blackmailing of the poor and defenceless is his current deposit account on which he indents with no sparing hand.

He is the ready tool of the rich Chinaman who has a grudge against his neighbour, or the Chitty who has been outwitted by his own familiar friend, and does not hesitate to strike the cowardly blow with callous indifference to the why or wherefore, sufficient for him that he kills two birds with one stone. The vindictive aggressor is now as sponge in his hands, and threats to convey evidence to the assailed, is a sure means of applying the squeezing process on one who in discovering a willing slave finds he has raised up a hard and tyrannous task master, from whose rapacious clutches there is no escape. The Samsengs look to him for employment when a man has been marked down for attention, and in the purlieus of Sago-street are to be found his friends, male and female. But life is not all moonshine, he has enemies whom he fears, many and cunning, and he knows not from what dark corner there may spring the wolf, and how soon his brains may be scattered on the footway. Even now his body bears the evidence of fierce struggles all too near the region of the heart.

The life of the "police nose" is on no too secure a footing, and among those with whom he smokes the pipe of peace, amidst the rise of opium fumes, though he accepts their good wishes, laughing over their mutual successes and lamenting their few failures, he never knows, but always suspects, more than one is waiting the first opportunity to give him the sudden push into another world. The Singapore River is a convenient burial place, and the sampan with its silent burden carries out, with the flowing tide, the old gunny bag with its weight of stones and something cold and clammy besides, which finds a resting place amongst the marine denizens of the harbour mouth. It is however the farm system that offers the most remunerative scope for his activities and the exercise of his rascalities.

Contraband has an attraction for frugal minds and the generally peacefully disposed and law abiding native citizen feels little if any moral qualms at loading a hand, in cheating, the authorities. A charge of smuggling is so easily trumped up and then so often the accused is prepared to adopt a reasonable attitude to avoid exposure, and a charge of which he may or may not be entirely innocent.

"Apa salah" asks the surprised householder, awakened from dreams of innocence, mingled perhaps with memories of his early loves, and none appears to be more surprised than he when from a corner of the room carefully hidden in an abstracted quantity of chanda without the stamp of the Farmers, and which is later declared to be on the unimpeachable authority of the Government Analyst a mixture not of the kind or quality supplied by the licensed dispensers of the drug.

In an eastern country with a mixed population the informer, with all his tricks, is a necessary fact in favour of law and order and if sometimes the innocent are immersed in a web of fabrication and false evidence, from which escape is difficult, the evil does not hamper in his actions and has the fear of detection ever present from the existence of the old thief who is anxious to inveigh him into the police net, by any cultivated during a lifetime of lawlessness, for the disfigurement of his present employer.

CLAN, in Singapore Free Press.

Notice of Firm

INTERNATIONAL SLEEPING CAR
and
EXPRESS TRAINS Co.
(THE)
GREAT TRANS-SIBERIAN ROUTE
TO EUROPE.)

HAVING been appointed AGENTS for the above Company, we shall be pleased to give any information as to rates of passage, &c., in connection with above.

SHEWAN, TOMES & CO.
Agents.

Hongkong, 1st July, 1907.

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Intimations.

PABST BREWING COMPANY
MILWAUKEE.

FRESH SUPPLIES
ALWAYS KEPT IN STOCK

BY
SIEMSEN & Co.,
Agents for

HONGKONG & SOUTH CHINA.

Hongkong, 29th July, 1907.

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GREEN ISLAND CEMENT COMPANY, LIMITED.

PORTLAND CEMENT.

In Casks of 375 lbs. net \$5.50 per Cask ex Factory.

In Bags of 250 lbs. net \$8.35 per Bag ex Factory.

SHEWAN TOMES & Co.,
General Managers.

Hongkong, 28th April, 1908.

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PEAK TRAMWAYS COMPANY, LIMITED.

TIME TABLE.

WEEK DAYS.

7.00 a.m.
7.30 a.m. to 9.30 a.m. ... Every 10 minutes.
9.30 a.m. to 11.00 a.m. ... Every 15 minutes.
11.30 a.m. to 12.45 p.m. ... Every 15 minutes.
12.45 p.m. to 1.15 p.m. ... Every 10 minutes.
1.15 p.m. to 1.45 p.m. ... Every 15 minutes.
1.45 p.m. to 2.15 p.m. ... Every 10 minutes.
2.15 p.m. to 2.45 p.m. ... Every 15 minutes.
2.45 p.m. to 3.00 p.m. ... Every 15 minutes.
3.00 p.m. to 8.00 p.m. ... Every 10 minutes.

NIGHT CARS.

8.45 p.m. and 9 p.m., 9.45 p.m. to 11.15 p.m. every half hour.

SUNDAYS.

8.00 a.m. to 9.00 a.m. ... Every 15 minutes.
9.00 a.m. to 9.30 a.m. ... Every 30 minutes.
9.30 a.m. to 10.30 a.m. ... Every 15 minutes.
10.30 a.m. to 11.00 a.m. ... Every 10 minutes.
11.45 a.m. to 12.00 noon ... Every 15 minutes.
12.00 Noon to 1.00 p.m. ... Every 10 minutes.
1.00 p.m. to 5.00 p.m. ... Every 15 minutes.
5.00 p.m. to 6.00 p.m. ... Every 10 minutes.
6.00 p.m. to 7.00 p.m. ... Every 15 minutes.
7.00 p.m. to 8.00 p.m. ... Every 10 minutes.

NIGHT CARS as on Week Days.

SATURDAYS.

Extra cars at 3.15 p.m., 11.30 p.m. and 11.45 p.m.

SPECIAL CARS by Arrangement at the Company's Office, ALEXANDRA BUILDING, Des Vaux Road Central.

JOHN D. HUMPHREYS & SON,
General Managers.

Hongkong, 4th June, 1907.

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THERAPION MAY NOW ALSO BE OBTAINED IN DRAGEE (TASTELESS) FORM.

A BROKEN-DOWN SYSTEM.

This is a condition (or disease) to which doctors give many names, but which few of them really understand. It is simply weakness—broken-down, as it were, of the vital forces that sustain the system. No matter what may be its cause (for they are almost numberless), its symptoms are much the same: the more prominent being sleeplessness, loss of appetite or want of energy for all the ordinary affairs of life. Now, what alone is a rational and efficient cause for increased vitality and energy?

VITAL STRENGTH & ENERGY

to throw off these morbid feelings, and experience prove that as night succeeds the day this may be more certain to be effected by a course of

THE NEW PRUNION REMEDY THERAPION NO. 3

than by any other he has combination. He surely as it is taken in accordance with the printed directions accompanying it, with the cheerful

THE LIGHTING LAMP OF LIFE

LIGHTED UP AFRESH. A new existence imparted is, please to note, not a mere temporary relief, but a permanent one. This wonderful medicine is purely vegetable and innocuous, it is agreeable to the taste, suitable for all constitutions and conditions, it is without any and it is difficult to imagine a case of disease or derangement, whose main features are those of debility, that it will not be speedily and permanently benefited by this never-failing recuperative essence, which is destined to cast into oblivion everything that had led to it for this wide-spread and numerous class of human ailments.

THERAPION is sold by all chemists throughout the world. Price in England, 12 pence per box. Purchasers should see that the word "THERAPION" appears on British Government Stamp (in white letters on a red ground) affixed to every package by order of His Majesty's Home, Commissioners, and without which it is a forgery.

Sold by J. J. Chavall.

[64-65]

Intimations.

READ THE HONGKONG TELEGRAPH

Wm. Powell, Ltd.,
ALEXANDRA BUILDINGS.

Everything
for
Ladies' and
Children's
Wear.

Specialists
in
Tropical
Clothing.

GENTLEMEN'S
DEPARTMENT,
28, Queen's Road.

Ideas
for
Summer
Wear.

Coollest
Showrooms
in the
East.

Wm. Powell, Ltd.,
General Drapers,
Furnishers,
Des Vœux Road,
and
28, Queen's Road,
HONGKONG.

Hongkong, 29th June, 1908.

To Let.

TO LET.
GODOWN No. 54, DUDDELL STREET.
Apply to—
THE HONGKONG LAND INVESTMENT & AGENCY CO., LD.
Hongkong, 8th May, 1908. [490]

TO LET.
Nos. 4 and 8, LEIGHTON HILL ROAD.
Apply to—
HONGKONG AND KOWLOON LAND AND LOAN CO., LD.,
No. 8, Queen's Road West.
Hongkong, 30th March, 1908. [125]

TO LET.
A HOUSE in KNUXTFORD TERRACE, Kowloon.
Apply to—
THE HONGKONG LAND INVESTMENT & AGENCY CO., LD.
Hongkong, 9th June, 1908. [195]

TO LET.
FIRST FLOOR of No. 6, QUEEN'S ROAD, Central, containing 6 Rooms and Servants' Quarters.
Apply to—
DAVID SASSOON & Co., LD.
Hongkong, 22nd May, 1908. [357]

TO LET.
HOUSES in AUSTIN AVENUE, Kowloon at \$50 plus taxes per month.
Immediate possession.
Apply to—
A. RAYMOND,
C/o S. J. David & Co.,
Hongkong, 17th June, 1908. [601]

TO LET.
GOOD OFFICES at 2, PEDDER STREET.
Apply to—
JARDINE, MATHESON & Co., LD.
Hongkong, 28th May, 1908. [548]

TO LET.
OFFICES and ROOMS on the 1st and 2nd Floors of No. 14, Des Vœux Road Central (formerly occupied by Messrs. Shewan Tomes & Co.).
Apply to—
THE COMPRADEUR DEPARTMENT,
E. D. Sassoon & Co.,
Queen's Road Central.
Hongkong, 9th June, 1908. [188]

TO LET.
SHOP and DWELLING HOUSE, No. 78, QUEEN'S ROAD CENTRAL.
ONE ROOM in PRINCE'S BUILDING, Top Floor.
Apply to—
S. J. DAVID & Co.,
Prince's Building.
Hongkong, 1st June, 1908. [519]

TO LET.
HATHERLEIGH, CONDUIT ROAD.
A HOUSE in WONG-NEI-CHONG ROAD.
A HOUSE in RIFON TERRACE.
OFFICES in YORK BUILDING.
GODOWNS in PRINCE EAST, BLUE BUILDINGS, and No. 168, DES VŒUX ROAD next to the Hongkong Hotel.
FLATS in MORETON TERRACE.
OFFICES on TOP FLOOR, No. 2, CONNAUGHT ROAD, facing the Cricket Ground.
No. 10, DES VŒUX ROAD CENTRAL, 1st Floor.
Apply to—
THE HONGKONG LAND INVESTMENT & AGENCY CO., LD.
Hongkong, 9th June, 1908. [166]

THERAPION MAY NOW ALSO BE OBTAINED IN DRAGEE (TASTELESS) FORM.

A WONDERFUL DISCOVERY. This is the story of a man who, after years of suffering from indigestion, constipation, and general debility, discovered the value of Therapion.

THERAPION. This is the story of a man who, after years of suffering from indigestion, constipation, and general debility, discovered the value of Therapion.

THERAPION. This is the story of a man who, after years of suffering from indigestion, constipation, and general debility, discovered the value of Therapion.

Solely by all Chemists.

PROGRESS OF SINGAPORE.

Singapore, the gateway of the Orient, is a remarkable instance of the progress derived by the efforts of capable administration. For in the year 1822 there were but 129 sailing vessels entered inwards with a capacity of 130,000 tons, the figures for 1906 total 10,993 vessels entered of a tonnage of 14,468,388. Singapore lies at the foot of the Malay Peninsula, and in point of tonnage entering the port is now the seventh largest in the world. It has a most magnificent harbour and a large amount of money is being expended to afford sheltered anchorage to vessels. The country is very fertile and rich in ores, while there are no serious floods, seismic disturbances or epidemics as in other Eastern ports. The progress of the Federated Malay States still continues, the country being extensively developed, railways are being constructed, new tin mines opened, while owing to the great European demand for rubber, plantations are being laid out on a most extensive scale. Being at the very extremity of Asia, and commanding the Malacca Straits, the colony will doubtless always remain a great shipping port, as it practically controls the door to China and Japan. The latest shipping statistics are for the year 1906, and a comparison of British and foreign tonnage entering the ports shows the great extent to which Japanese competition has entered since the cessation of hostilities with Russia. The total number of vessels entering the port in 1906 was 10,993 as compared with 10,872 in 1905, while the tonnage was 14,468,388 tons, an increase of 749,974 tons. In 1906, however, there is a decrease in British shipping as compared with 1905 of 253,422 tons, the next largest decrease being America, viz., 42,965 tons. Japanese tonnage gained 24,232 tons, and Russia 143,358 tons. German tonnage increased by 67,059 tons, Dutch 62,190 tons, French 20,443 tons, Norwegian and Swedish 18,701 tons, Austrian 12,862 tons and Spanish 65,567 tons. The taking over of the Tanjong Pagar Docks by the home Government has directed a good deal of attention to Singapore. The premises of the company formed in 1863 have a space wharf affording berthing for a large number of vessels above time with sufficient water alongside for ships of the heaviest draught, and are protected by a breakwater from the strength of the tide. The storage capacity for coal is 200,000 tons. There are two graving docks and the Victoria Dock, fitted with modern appliances. The earning power of the dock controlling the docks has shown a steady increase since the taking over of the concern and considerable attention has been given to the subject of extension works. The Government of the Straits Settlements has also in hand the construction of a basin of 270 acres and a quay of nearly a mile in length for the accommodation of steamers, the works extension involving an expenditure of over two million pounds. The great harbour scheme which has been a subject of discussion for some time, is estimated to cost about one and a half million pounds, the Government having commenced work on the reclamation of a large area in front of the present sea wall. The direct trade of Singapore with South Wales is very slight, and with the growing importance of the Straits Settlement it is very probable that a greater demand will ensue for Welsh coals owing to the fact that Singapore is in a zone where native coals would naturally predominate, having regard to the low freight rates compared with the high cost of transportation from South Wales. A fair quantity of coal, however, is annually despatched to Singapore from Cardiff, a good proportion of which is on Admiralty account. The following table shows the actual quantity of coal despatched to Singapore from Cardiff during the past three years:—

Year.	Tons.
1907	57,735
1906	88,431
1905	43,026

The progress of Singapore, as gathered from the latest shipping statistics we have given above, is very great, and Singapore as the gateway of the vast Orient will undoubtedly loom more largely in the future as the exploitation of the East proceeds. — *Cardiff Journal of Commerce* March 24.

CHINESE BOAT PROCESSION IN SARAWAK.
Mr. Khoo Sian Tan, the Sarawak Opium Farmer, recently approached the Government on behalf of the Hokien Chinese Community for special permission to hold a public procession in the township of Kuching on the 24th, 26th and 28th of this month, says the *Sarawak Gazette* of the 16th June.

The arrangements for the procession are in the hands of a Committee of twelve members of the Hokien Community of which Mr. Ong Tian Swee is President, and Messrs. Khoo Sian Tan and Khoo Siew Jin, the Opium Farmers, are specially importing from Penang the properties, etc. required in order to have everything on the grandest possible scale and make the procession the longest and most gorgeous of any that has yet been seen in Sarawak. The whole of the Hokien Chinese in the State of Sarawak are interested and will take part in the procession which will extend for over a quarter of a mile in length. The Government have promised to supply twelve police constables to guard the procession and keep order on the appointed days. On the 26th the Chinese bands which are to take part will march round the town. For the necessary preparations which have to be made two temporary altars have been erected in the Main Bazaar opposite the shop houses of Messrs. Swee Ann and Chin Hin respectively. Two theatre buildings have also been put up opposite the Hokien Chinese Temple for evening performances from the 15th to 30th instant. On

the evening of the 28th, the last of the three appointed days, at about 8 p.m. the procession will proceed to Paderang where the Chinese Jook which forms the principal figure in the procession will be burnt.

The subscriptions which have been collected all over Sarawak amount, we are informed, to about \$20,000 and will be expended on this procession which is being organized for the benefit of the Country.

The Chinese traders solely hope that by this means the present depression of trade will cease. Since the falling off in prices of jungle and other produce some four years ago things have been getting worse and worse and they trust that after this the health and prosperity of Sarawak will improve by the help of Providence.

Intimations.
F. BLACKHEAD & Co.,
SHIP-CHANDLERS, SAILMAKERS,
COAL AND PROVISION MERCHANTS, NAVAL CONTRACTORS
AND GENERAL COMMISSION AGENTS.
GROUND FLOOR,
ST. GEORGE'S BUILDING,
HONGKONG,
SOAP AND SODA MANUFACTURERS.

SOLE AGENTS FOR
HARTMANN'S RAHTJEN'S GENUINE COMPOSITION RED HAND BRAND, HARTMANN'S GREY PAINT DAIMLER'S PATENT MOTOR LAUNCHES.
&c., &c., &c.

Sole Agents for
FERGUSON'S SPECIAL CREAM and P. & O. SPECIAL LIQUOR SCOTCH WHISKY, &c.
EVERY KIND OF SHIP'S STORES AND REQUISITES ALWAYS IN STOCK AT REASONABLE PRICES.
HONGKONG, 17th March, 1907. [114]

LEE YEE
HAIR DRESSING SALOON.
HAS ALWAYS ON HAND
CIGARS, CIGARETTES
AND
TOILET REQUISITES
FOR SALE.
12, D'AGUILAR STREET,
HONGKONG.
Hongkong, 1st September, 1907. [111]

CHARTREUSE
Chartreuse has never required, to be extensively advertised. Its ancient fame has always been and is still sufficient for its success. Increase of imitations has recently appeared and it is necessary to put consumers on their guard and remind them that Chartreuse — the incomparable liqueur — is only made and can ONLY be made at the Grande Chartreuse, with the process which has commanded its success.

As a guarantee of its authenticity, Consumers are advised to insist upon seeing the label which should bear the well known signature and emblem.

CHARTREUSE
[834-A]

Dentistry.
TSIN TING.
LATEST METHODS OF DENTISTRY.
STUDIO AT NO. 14, D'AGUILAR STREET.
REASONABLE FEE.
Consultation Free.
Hongkong, 20th June, 1904. [160]

Dr. M. H. CHAUN
THE LATEST METHOD of the
AMERICAN SYSTEM OF DENTISTRY
35, QUEEN'S ROAD CENTRAL.
From the University of Pennsylvania, U.S.A.
Hongkong, 15th April, 1907. [159]

Intimations.

WHAT IT WILL DO.
A woman buys a sewing machine for what it will do; not as an article of furniture. A man carries a watch to tell him the time; not as an investment of surplus capital. The same principle when one is ill. We want the medicine or the treatment which will relieve and cure. The friend in need must be a friend indeed—something, or somebody, with a reputation, with a good record, with a history that justifies our confidence. There should be no guesswork in treating disease. People have the right to know what a medicine is, and what it will do, before they take it. It must have behind it an open record of benefit to others for the same diseases, a series of cures that proves its merit and inspires confidence. It is because it has such a record that

WAMPOL'S PREPARATION
is bought and used without hesitation or doubt. Its Good Name is the solid basis for the faith the people have in it; and a good name has to be earned by good deeds. For the purposes for which it is commended it is honest, true and practical. It does what you have a right to expect it to do. It is palatable as honey and contains all the nutritive and curative properties of Pure Cod Liver Oil, combined with the Compound Syrup of Hypophosphites and the Extracts of Malt and Wild Cherry. In Scrofula, Anemia, Nervous and General Debility, Influenza, Blood Impurities and Wasting Complaints, it is to be thoroughly relied upon. "Dr. J. L. Carrick says: 'I have had remarkable success with it in the treatment of Consumption, Chronic Bronchitis, Catarrh and Scrofulous Affections. It is of special value in nervous prostration and depraved nutrition; it stimulates the appetite and the digestion, promotes assimilation, and enters directly into the circulation with the food. I consider it a marvelous success in medicine.' Every dose effective. 'You cannot be disappointed in it.' Sold by chemists.

THE TRADE MARKS ORDINANCE, 1898.
APPLICATION FOR REGISTRATION OF TRADE MARK.

NOTICE is hereby given that WILLIAM GRIFFITH HUMPHREYS and WILLIAM BLACK, trading as W. G. HUMPHREYS & Co., Merchants and Commission Agents, have, on the 24th day of February, 1908, applied for the Registration in Hongkong, in the Register of Trade Marks, of the following Trade Mark:—

The representation of a Phoenix standing upon a flower with a Chinese cash coin suspended from its beak by a cord. On the feathers of the tail are the Chinese characters 紹昌洋行 meaning SHIU CHEONG FOREIGN HONG, which is the Chinese description of the firm of W. G. HUMPHREYS & Co.;

in the name of WILLIAM GRIFFITH HUMPHREYS and WILLIAM BLACK, who claim to be the sole proprietors thereof.

The Trade Mark has been used by the Applicants since 1905; in respect of RAZORS in Class 12.

A Facsimile of the Trade Mark can be seen at the Office of the Colonial Secretary of Hongkong, and also at the Office of the Undersigned.

Dated the 28th day of May, 1908.
WILKINSON & GRIST,
Solicitors for the Applicants.

NAVY CONTRACT.
TENDERS are invited for the SUPPLY OF LABOUR and JUNKS in connection with the Coaling of H.M. Fleet, &c., at Hongkong, for a period of 12 months from the 1st August, 1908.

Forms of Tender can be obtained on application to the NAVAL STORE OFFICER, H.M. Naval Yard, Hongkong, and should be returned not later than Noon on 13th July, 1908.

A Deposit of One Hundred Dollars will be required from persons Tendering. This will be returned in the event of non-acceptance of Tender.

Hongkong, 29th July, 1908. [624]

HONGKONG JOCKEY CLUB.
A MEETING of MEMBERS wishing to subscribe for SUBSCRIPTION GRIFINS for the 1909 Race Meeting will be held on THURSDAY, the 2nd July, at 5 P.M. at the Offices of the JOCKEY CLUB on the Ground Floor of the Hongkong Club, Annexe, Chater Road.

By Order,
T. F. HOUGH,
Clerk of the Course.
Hongkong, 26th June, 1908. [620]

MUSIC LESSON.
LESSONS in Violin, Mandoline and Guitar at pupil's residence.
Evening engagements for Dances and Concerts.
Apply to—
E. J. LOPES,
C/o Hongkong Telegraph Office
Hongkong, 9th March, 1908. [302]

NOTICE.
THE Public are hereby informed that no change has been made in the Rates of Subscription to the *Hongkong Telegraph*, and they are warned against paying more than Ten Cents (10 cts.) per Single Copy.

THE MANAGER.
Hongkong Telegraph Co., Ltd.
Hongkong, 10th September, 1904. [76]

Consignees.

NOTICE TO CONSIGNEES.

THE P. & O. S. N. Co.'s Steamer
"DEVANHA"
FROM BOMBAY, COLOMBO AND STRAITS.

Consignees of Cargo by the above-named vessel are hereby informed that their Goods are being landed and placed at their risk in the Hongkong and Kowloon Wharf and Godown Company's Godowns at Kowloon, where each consignment will be sorted on mark by mark, and delivery can be obtained as soon as the Goods are landed.

This vessel brings on Cargo:—
From London, &c., ex S.S. *Maldavia*.
From Persian Gulf, ex B.I.S.N. and B. & P. S. N. Co.'s Steamers.

Optimal Goods will be landed here unless instructions are given to the contrary, before 6 hours.

Goods not cleared by the 30th instant, at 4 P.M., will be subject to rent.

No Fire Insurance will be effected by me in any case whatever.

Damaged Packages must be left in the Godowns for examination by the Consignee's and the Company's representative at an appointed hour.

All Claims must be presented within ten days of the steamer's arrival here after which date they cannot be recognised.

No Claims will be admitted after the Goods have left the Godowns.

F. J. ABBOTT,
Acting Superintendent.
Hongkong, 24th June, 1908. [7]

NORDEUTSCHER LLOYD, BREMEN.
IMPERIAL GERMAN MAIL LINE.

NOTICE TO CONSIGNEES.

THE Steamship
"PRINZ LUDWIG,"
having arrived, Consignees of Cargo are hereby informed that their Goods, with the exception of Opium, Treasure and Valuables, are being landed and stored at their risk into the hazardous and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, at Kowloon, whence delivery may be obtained.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 6th of July, will be subject to rent.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 6th of July, at 9.30 A.M.

All Claims must reach us before the 10th of July, 1908, or they will not be recognised.

No Fire Insurance will be effected.

Bills of Lading will be countersigned by the Undersigned.

THE STEAMER BRINGS CARGO
Ex S.S. *Dandolo* from Venice transhipped at Port Said.
NORDEUTSCHER LLOYD.
MELCHERS & Co.,
Agents.
Hongkong, 29th June, 1908. [8]

Intimations.

A. CHAZALON & CO.,
6, QUEEN'S ROAD CENTRAL.

A FRESH supply of French and English preserves just to hand:—
TRUFFLED SAUSAGE,
BREAKFAST BACON,
CALF'S HEAD & HAM,
PEAS & HAM,
PORC, MUTTON & VEAL CUTLETS,
CHICKEN & HAM,
VEAL & GAME PAES,
MUTTON & CHICKEN CURRY,
ASSORTED SOUPS,
FRENCH JAM &
FRUITS IN SYRUP, &c.
Hongkong, 8th May 1908. [135]

THERAPION MAY NOW ALSO BE OBTAINED IN DRAGEE (TASTELESS) FORM.

THE NEW FRENCH REMEDY
TRADE THERAPION MARK.

This successful and highly popular remedy, used in Continental Hospitals by Ricord, Kossel, Jobert, Vichy, and others, combines all the desiderata to be sought in a medicine of the kind, and cures every ailment, without any effort.

THERAPION No. 1 is a safe and reliable remedy, cures all diseases of the digestive tract, such as indigestion, constipation, flatulence, and all other ailments of the stomach and bowels. It is a powerful purgative, and its use is recommended by all medical authorities.

THERAPION No. 2 is a safe and reliable remedy, cures all diseases of the urinary tract, such as catarrh, cystitis, and all other ailments of the bladder and kidneys. It is a powerful diuretic, and its use is recommended by all medical authorities.

THERAPION No. 3 is a safe and reliable remedy, cures all diseases of the respiratory tract, such as bronchitis, asthma, and all other ailments of the lungs and throat. It is a powerful expectorant, and its use is recommended by all medical authorities.

THERAPION is sold by all chemists and druggists, and is also available in the form of a powder, which can be used in the form of a drink.

THE MANAGER.
Hongkong Telegraph Co., Ltd.
Hongkong, 10th September, 1904. [76]

Intimations.

A. S. WATSON & CO.,
LIMITED.

ESTABLISHED A.D. 1841.

CHEMISTS

BY APPOINTMENT TO HIS EXCELLENCY THE

GOVERNOR AND HOUSEHOLD:

WATSON'S HYGIENOL

AND

BUBONIC PLAGUE.

It has been proved by repeated experiments that "WATSON'S HYGIENOL" is the most potent agent for the destruction of fleas, especially rat fleas.

It is a well known fact that Plague is conveyed to human beings by means of fleas from rats which have died of this disease.

All risk of infection can be avoided, by washing the floors, etc., or sprinkling where the fleas are likely to be with a dilute solution of "WATSON'S HYGIENOL." A tea spoonful to a pint of water, or a teacupful to three gallons, makes a solution of the strength required for this purpose.

HYGIENOL IS A POWERFUL
DISINFECTANT AND GERMICIDE.

PRICES PER PINT50 CENTS

GALLON...\$2.00

A. S. WATSON & CO.,
LIMITED,

HONGKONG DISPENSARY.

Hongkong, 27th May, 1908.

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NOTICE.

All communications intended for publication in "THE HONGKONG TELEGRAPH" should be addressed to The Editor, 1, Lee Hom Road, and should be accompanied by the Writer's Name and Address.

Ordinary business communications should be addressed to The Manager.

The Editor will not undertake to be responsible for any rejected MS., nor to return any Contribution.

SUBSCRIPTION RATES (IN ADVANCE):

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The postage on the weekly issue to any part of the world is 50 cents per quarter.

Single Copies, Daily, ten cents; Weekly, twenty-five cents.

MARRIAGE.

On June 18, 1908, at the Windsor Hotel, Glasgow, DONALD, son of Donald McDonald, Greenock, to CATHERINE CRAWFORD, daughter of William Benzie, Ardca, Kelvinside, Glasgow.

DEATH.

On June 18, 1908, ALFRED ADOLPHUS KRAUSS, of West Green, London, formerly of Shanghai, aged 69 years. (By Telegram.)

The Hongkong Telegraph

HONGKONG, TUESDAY, JUNE 30, 1908.

THE FINANCIAL CONDITION OF JAPAN.

The extraordinary aptitude of the Japanese for abstruse statistical details is never illustrated to better advantage than in the publication of the "Financial and Economic Annual," the eighth issue of which we have just received through the courtesy of the vice-consul for Japan at the request of Mr. Matsuda, the Minister of Finance in Japan. The volume is an amazing mass of figures relating to the financial condition of the country, and the explanations are severely official in tone. There seems to be no doubt, however, that the moderate optimism expressed by the compilers regarding the future well-being of Japan is fully warranted. One of the most satisfactory features of the Budget for 1907-8 was the fact that the receipts from taxes and duties were higher than those in the previous year, so that the idea which was generally entertained that the country was unable to meet further liabilities could not now be justified. Deal-

ing with the economic situation, the Government of Japan does not hesitate to admit that following the war an extraordinary period of speculation ensued, ending in many cases in disaster. Commercial ventures of every description were floated and gigantic schemes were evolved as if Japan were rolling in wealth despite the exceptional expenditure required by reason of the war. As the writer in the Annual observes: "The economic world in 1907 felt the reaction from the mania for enterprises which suddenly arose after the war, and the market remained constantly in a depressed condition on account of the heavy fall in stocks, the panic in America, and the depreciation of silver. However, although the bubble companies, which were projected when the stocks commanded high prices had either to be given up or to be dissolved upon the stocks falling heavily, those new companies which had been established on a firm basis and concerned in enterprises of a profitable character commenced business and prospered. Above all, in spite of the depressed state of the central money market, the resources of the agricultural classes in the provinces increased owing to the success of the silk industry and the rice crop; there was also a marked increase in the bank deposits and postal savings; the aggregate capital of newly-established or enlarged companies amounted to yen 520,000,000 (£53,278,689), of which yen 200,000,000 (£20,491,803) was paid up; and with the establishment of new companies there was naturally an increase of products of all kinds, and the export trade, notwithstanding the various obstacles which it encountered, still continued to increase, which must be deemed to be the result of this increased production." The official statement, it will be seen, is not as elaborate as it might be. Nothing is said of the numerous bank failures consequent on wild speculations, or the amalgamations of commercial companies which never fructified, but naturally no Government worthy of the name is inclined to echo the unfortunate investor's cry of "stinking fish," and for all practical purposes the official record concisely presents the condition of affairs which followed the period of wild-cat flotations. With regard to foreign trade the total volume in 1907 reached the very respectable figure of yen 926,000,000 (£94,877,049), an increase of yen 84,000,000 (£8,606,557) on the volume in the preceding year which was yen 842,000,000 (£86,270,492). On taking the exports and imports separately, we find that the volume of exports was yen 432,000,000 (£44,262,295), an increase of yen 9,000,000 (£922,131) or over 2 per cent.

On that in the preceding year which was yen 423,000,000 (£43,340,164), while the imports amounted to yen 494,000,000 (£50,614,754), an increase of yen 76,000,000 (£7,786,889) or 18 per cent. on those in the preceding year which came up to yen 418,000,000 (£42,827,869). A comparison of the imports and exports shows an excess of the former amounting to yen 62,000,000 (£6,352,459). In 1906, after the restoration of peace, the market had recovered and, moreover, as the economic world in Europe and America was in a favourable condition, it led to the activity of the Japanese export trade; and the long succession of excess of imports over exports was the result. At the beginning of 1907 it was believed that the same tendency would be continued and that the year would show a more or less excess of exports. But the events belied these expectations. The export trade, it is true, varied from the beginning of the year a very favourable progress; but from September the depreciation of silver became more and more accentuated and dealt a heavy blow to the trade of Japan in China trade, the depreciation of copper in the latter half of the year seriously affected the export of that metal, and finally the great panic which took place in the United States in October and November resulted in the reduction of the sale of raw silk for export to that country.

Thus, from these various causes the export trade in 1907 was, at the season when that trade is usually most prosperous, in an exactly opposite condition and so failed to justify the high expectations that had been formed of it. With regard to the import trade, there was a marked increase in the quantity of goods obtained from abroad, consisting principally of industrial raw materials and machinery. The excess of imports over exports was 62 million yen. We note that in the Estimates for 1908-9, there is an increase in the amount of the subsidies to be paid for the encouragement of navigation and shipbuilding, but what the precise sum is that the Government proposes to pay under this head it is impossible to discover. There is to be no issue of public loans during the current financial year except such as are intended for productive undertakings such as railways, telephone extensions, and the establishment of a steel-foundry, for which some 40 million yen will be required altogether. The Korean Government is to receive a loan of 10 million yen in order to meet present expenses, the money to be raised by the Japanese Industrial Bank by the issue of debentures on foreign markets. Under the heading of "Agriculture, industry and commerce" we naturally looked for some reference to the patent laws and trade-

mark registration, but beyond stating that the present system is based on the Patent, Designs and Trade-marks Laws of 1890 nothing is said as to the result of their operation, whether satisfactory or otherwise. Who are the best customers of Japan? There can be no doubt on the point—Americans are far and away the leading consumers of Japanese products. Last year the United States took goods from Japan to the value of over 131 million yen. China comes next with purchases to the extent of over 85½ millions, while the other customers were France 42½ millions, Korea, 32½ millions, Great Britain nearly 22½ millions, etc. Of course British consumers may have as a matter of fact shown an actually higher proportion because the exports to Hongkong, amounting in value to 24,384,762 yen might in part be attributed to British purchasers. In the import section, Great Britain is undoubtedly the favoured nation, Japan taking goods to the amount of 116,245,000 yen, out of a total of 494,407,000 yen, the next on the list being the United States which sent goods worth 80,697,000 yen. Hongkong's contribution to the imports of Japan was valued at 820,650 yen. British India, it may be added, sent 74½ million yen worth of products to Japan in 1907. On the whole the financial condition of Japan is much better than many had supposed and for that reason the latest annual will be scanned with decided interest.

LOCAL AND GENERAL.

A SIAMESE who was fishing in the Menam, near Sam Sen, on 18th inst., fished up a bag containing several hundred ticals, of the bullet shape kind.

MR. I. K. Friedman, one of the Chicago Daily News' most brilliant staff writers, is making a tour of the Orient for his paper. He is at present in Japan and will visit China in the near future.

THREE hundred troops belonging to the Fengshiang garrison are said to have been dispatched to Chien-tai. The troops of the Three Eastern Provinces will be engaged in manoeuvres in the autumn.

A YONG recent visitors are Mr. and Mrs. Humphreys of Hongkong, who are stopping at the Astor House, Tientsin. Mr. Humphreys is a well-known merchant down south, and has a branch office in London. —China Critic.

A WASHINGTON despatch, of 24th June, states: "Mr. James Sherman, the Republican candidate for the Vice-Presidency, has nearly died of gall stones at Cleveland, Ohio. He has now rallied, but his wife and son remain at his bedside."

THE Governor-General at Manila has received a wire from Governor Villanueva, of Oriental Negros, that swarms of locusts are invading the various pueblos of his province and that he had issued orders which will counteract the disastrous effects of the raid.

IT is stated that Wat Chang, situated on the West bank of the Menam is leasing, which shows that the foundation is giving way owing to the constant wearing away of the foundation by the river current. It is feared that this will lead to the collapse of at least a part of that fine structure.

CAPT. FRANK HELM, of Manila, is a passenger by the P. M. steamer China due here to-morrow. We understand that Capt. Helm's mission is to purchase in Hongkong several steam-launches for work in connection with the Bureau of Navigation. Mrs. Helm accompanies her husband.

On the 25th June a despedida was given to Su-yu-tchu, the outgoing Chinese Consul, at the Hotel Metropole, Manila. About fifty of Manila's leading Chinese merchants sat down to a menu worthy of the chef of the hotel. Conspicuous among the decorations was the yellow ensign of China with blue dragons entwined with the Stars and Stripes. Music gave life to the proceedings and champagne flowed ad libitum.

A STEAMSHIP service between Shanghai and Ningpo is about to be established by the gentry of the latter port residing at Shanghai. The capital of the steamship company will be \$1,000,000 at \$4 per share. It is stated that two steamers have already been ordered and wharves will be erected in the near future. The sum of \$10,000 has so far been subscribed. The temporary offices of the company are at 39 and 40, Nanking Road.

NEWS was received to Shanghai on 24th June of the death in London on 18th inst. of Mr. Alfred Adolphus Krauss. Mr. Krauss came out to Shanghai to join Messrs. Shaw, Broke & Co. in 1867, and returned home for good in 1882. During his residence there he was a member of the Municipal Council, and for some years was a Trustee of Holy Trinity Cathedral, besides taking an active part in the work of other philanthropic institutions. His interest in things and persons connected with the Settlement never slackened to the day of his death.

WITH regard to the proposed extension of the International Settlement at Shanghai, the Chinese officials and papers in Peking treat the action of the Shanghai Municipal Council in the recent Provisional Police trouble as a mere pretext, and say that if the Waiwupu yields to the pressure of the foreign Ministers in Peking to grant the required extension, the whole Pao-shan district and the five Chinese mans (known as Nan-shih and Pei-shih) will eventually be annexed. The general opinion in North China is against the granting of the proposed extension.

INSPECTOR Withers prosecuted three shopkeepers, of 10 and 91, Bulkeley Street, and 1 Dock Street, Hungghom, at the Police Court, to-day, for being in possession of false scales. The first defendant was fined \$10 and the remaining two \$10 each.

Two nightsoil coolies, who were arrested early this morning at Wanchai for having in their possession eight tins of kerosene oil, which was later proved to have been stolen from Victoria Barracks, were, at the Police Court, sentenced to three months' hard labour each.

RETURN of visitors to the City Hall Library and Museum for the week ending the 28th June, 1908:—

	Library.	Museum.
Non-Chinese.....	386	136
Chinese.....	191	1,851
Total.....	577	1,987

A COOLIE in the employ of an employee of the Peak Tramway Company was fined \$15 in the Police Court, to-day, for the larceny of a tram ticket. The Court took into consideration the good character given by defendant's employer and in convicting him, Mr. Kemp stated that he did not want to send him to gaol as that would result in his deportation.

THE German Government has acquiesced in the request of the Naval Association in Tientsin by granting the sum of 150,000 marks towards the cost of erection of a new Meteorological and Astronomical Observatory. It will be in charge of a high naval officer and will be fitted with up-to-date and complete meteorological instruments and apparatus.

THE action which was brought in the Supreme Court recently by a contractor against a villager of Kowloon for damaging property and trespass, and for which he claimed \$1,000, was concluded this morning, when the Justice Judge entered judgment for the plaintiff for \$40 and costs. It was held by the Court that the defendant had no right to tear down plaintiff's party wall which separated the two premises, and that by so doing plaintiff had a right to sue. The trespass was also illegal.

GOLD has been discovered in German New Guinea, and diggers are pouring in from the British section of the island to the favoured land, which lies near the Hercules River. The prospects are so bright that a rush is expected to set in before long. The nearest port to the gold fields is Adulhaven, but there are no officials there to control the inflow of British gold-seekers, and it is not possible to establish a Government station there until 1910. British diggers, therefore, have two years before them in which to make their fortunes of gold deposits in German territory.

ACCORDING to the annual report of the Standard Life Assurance Company, of Edinburgh, for which Messrs. Dodwell & Co. are the local agents, the past year has been very successful. During the year 4,343 new policies were written insuring the large sum of £2,234,166. Of that sum £233,716 was re-insured with other offices at a premium of £7,850. Consequently the net new insurances were over two millions sterling, and add £87,935 to the premium income. Then £48,434 was received in consideration of annuities granted, and £506,511 in interest and dividends. The total premium revenue, after allowing for re-insurances, came to £1,707,451, bringing the gross receipts for the twelve months to over one-and-a-half millions sterling. The claims by deaths, including bonus additions, came to £793,000, and by survivorship £154,533. Expenses of management and commissions figure at a little over £188,700, and the funds in hand were increased by £256,120, now standing at £1,210,651. An exceedingly satisfactory rate of interest was earned, viz., £4 5s. 2d. per cent. At the same time it is stated that the management are bringing forward some up-to-date schemes which, while falling in with modern requirements, entirely harmonise with the highest principles of life insurance.

LEGISLATIVE COUNCIL.

A meeting of the Legislative Council will be held on Thursday next, at 2.30 p.m. The following business will be transacted:—Financial Minutes (Nos. 31 and 32). Report of the Finance Committee (No. 11). First reading of a Bill entitled An Ordinance to provide for the transfer to the Government of Hongkong of the Widows' and Orphans' pension fund and of the management and control of the pensions of Widows and Orphans and to consolidate the laws in relation thereto. Committee on the Bill entitled An Ordinance to prohibit the exportation of prepared opium to China; and third reading of the Bill entitled An Ordinance to amend the Public Health and Buildings Ordinance, 1903, and the Public Health and Buildings Amendment Ordinance, 1903. A meeting of the Finance Committee will be held immediately after the Council.

SHIPPING AND MAILS.

MAILS DUE.

American (China) 1st prox.

Indian (Gregory Affair) 1st prox.

American (Manchuria) 7th prox.

The N. G. I. s.s. *Capri* left Singapore for this port this morning, and may be expected here on or about the 6th prox.

The Java-China-Japan Line s.s. *Tjilluwang* left Samarang for this port on 26th inst., and may be expected here on 4th prox.

The N. Y. K. s.s. *Wakamiya Maru*, Bombay Line, left Singapore for this port on 27th inst., and is expected here on 2nd prox.

The P. M. S. S. Co.'s s.s. *China* is due to leave Manila for this port this evening, and will be due to arrive at this port on 2nd prox., evening.

The N. Y. K. s.s. *Wakata Maru*, European Line, left Kobe for this port via Moji and Shanghai on 28th inst., and is expected here on 9th prox.

West River Floods.

VICEROY CHANG'S BENEVOLENCE.

PIRATES ATTACK RICE BOAT.

[From Our Own Correspondent.]

Canton, 29th June.
Ever since Viceroy Chang Jee-chun assumed administration of the Liangwaog Viceroyalty, His Excellency has, by successive public actions, ingratiated himself with the people over whom he rules. He has stood for the rights of the provincials against the mandates of the Imperial authorities when he thought their cause was the just one. He upheld their independence of action when that action redounded to the benefit and dignity of the Empire. And now when the millions of his subject are prostrate by a terrible calamity, Viceroy Chang's sympathy goes with them. That sympathy is not confined to words only; it takes practical form. Readers of the daily chronicle in the *Hongkong Telegraph* of the events following the flood, have in their recollection that the Central Relief Organising Committee memorialized the Viceroy on the advisability of representing to the Throne the urgent appropriation of a large sum of money—fixed at a hundred thousand dollars—towards the relief measures directed from Canton. His Excellency received the memorial sympathetically and, having ascertained for himself by means of official investigations the extent of the ravages caused by the flood, the Viceroy addressed a telegram to Peking. What the purpose of that despatch was can be guessed at by the fact that His Excellency has given instructions to the officials of the Shan Hou Chu to appropriate a sum of \$100,000 from the funds of the Government treasury in aid of the relief measure. \$100,000 is just double the amount asked for by the Committee in their memorial.

DEPARTMENTAL SUBSCRIPTIONS.
The Shan Hou Chu itself, i.e., the Board of Organisation, has subscribed \$10,000. Other donations have also reached the Flood Relief Organisation Bureau. One is for \$2,000 from the Salt Commissioner and the other \$3,000 from the Salt God merchants.

THE VICEROY'S CONTRIBUTIONS.
The Viceroy himself has subscribed out of his own private purse the sum of \$3,000. His example is certain to be emulated by the officials.

A DONATION FROM CUBA.
Moved, probably, by the telegraphic appeals which have gone forth from the Tung Wa Hospital to the Chinese resident in foreign countries, Mr. Lai Cho Chuen, the Chinese consul for Cuba, has donated by T.T. a sum of \$1,000 towards the relief funds. No contribution has yet arrived from the Cantonese in California. It is surmised that they are making some sort of a collective contribution which should materially enhance the ability of the committee to extend their measures of relief on a more liberal scale, now limited by reason of the comparatively small resources available.

A PIRATE HOLD-UP.
A few days ago some people from the Ying Tak district brought a large quantity of rice from the sheds of the Cheap Rice Distribution Bureau at Canton for transport to Ying Tak on board of a cargo boat. When on her way, near Shek Mong, on the morning of the 26th instant, a gang of about thirty daring pirates attacked the rice boat and carried off about 20,000 catties of rice.

2,000 STARVING ON THE HOU KONG HILLS.
The Kwai-chow Prefect, on his return from his expedition to the inundated districts, has reported fully to the Viceroy of the conditions prevailing in the districts which have suffered by the flood. The prefect stated that, on one occasion, when he arrived at the Hou Kong hills, he found over two thousand sufferers gathered there in a most miserable condition. They had sought shelter on the hills and were on the verge of starvation. He and his subordinates at once employed their best efforts to relieve the poor sufferers and continued their work there for two days. When all these refugees had been supplied with their wants and were sent to a place of safety, the Prefect and his party moved on to another district.

THE TUNG WA HOSPITAL.
The Flood Relief Organisation Bureau has wired to the Hongkong Tung Wa Hospital informing the directors that, from the present outlook of affairs in connection with the flood, which has gradually subsided, biscuits can now be dispensed with, and large quantities of rice should be procured instead.

The Bureau has convened a public meeting for to-day for the purpose of raising further funds towards the relief operations.

\$5,000 COLLECTED.

By the united efforts of the committee of the Tung Wa Hospital and volunteer workers, the Hongkong subscription list, on behalf of the flood sufferers in the West River districts, has been augmented by \$12,000 since Sunday. The amount up to date is \$52,000. Of this sum \$22,000 has already been remitted to Canton, and the committee has decided upon the purchase of a draft for \$18,000 which will be mailed to the Relief Committee to-night. Conforming with the wishes of the Canton committee, the Tung Wa directors are not making any further consignments of provisions and stores. The money is handed over to the central organisation for disposal according to its discretion.

PROPOSED CHINESE BAZAAR.

We hinted last evening that it was just possible the leading Chinese gentlemen in Hongkong might exercise their energy in other directions to secure further help for the North and West River sufferers. We have since learnt that our surmise is correct. A meeting was held at the Chinese Club this afternoon. Mr. Fung Wa Chun took the chair and was supported by Mr. Ho Kom Tong, vice-president. Others present included several directors of the Tung Wa Hospital and other gentlemen who have interested themselves in the relief movement. Owing to the lateness of the hour at which the meeting concluded, it has not

been possible for our representative to gather an authoritative report of the proceedings at this afternoon's meeting. The subject discussed was the expediency of holding a series of *exco* bazaar some time this month, at Shat-tong-tai, the proceeds of which will be applied to the relief funds. The necessary sanction from Government must, as a matter of course, be obtained before the project, excellent though it be, can be carried into effect. We understand that the lessees of the Yau Tin Yio Chinese theatre have generously placed the theatre at the disposal of the bazaar committee free of charge. The date for holding the bazaar has not yet been decided upon; it may not improbably be some time in the full moon week this month. The idea is a capital one. We wish the promoters every success.

REPAIRING A SHIP.

CAPTAIN RESPONSIBLE FOR WORK DONE ON BOARD.

Mr. Justice Gompertz gave his reserved decision this morning in the case in which the master of the steamship *Progress*—Captain Thomas Schjorvig—was sued in the Supreme Court, last Monday, by Wan Woong, an engineer, of 127 and 129, Second Street, West Point, to recover the sum of \$326, money due for work done and material supplied.

In this matter it will be remembered the plaintiff was called on board the *Progress* to do certain work. When this was completed he presented his bill to the captain, who refused to pay, sending him to the charterers, who denied responsibility, and plaintiff was referred back to the captain, but he got no satisfaction. Mr. Andrew G. Jackson, who appeared for the defendant, argued that the captain could not be held liable as plaintiff was ordered to do the work by the charterers. Mr. Otto Kung Sing, for the plaintiff, was of opinion that the defendant was responsible. The evidence showed that an agreement was entered between captain and contractor. There was no evidence to show otherwise. The captain was looked at as the principal. He was the person who was given power by the agents or owners, not by the charterers.

Mr. Gompertz said he thought the captain was liable, and gave judgment for the plaintiff with costs.

THE UNREST IN YUNNAN.

IMPERIAL DOUBTS.

A Peking letter states that when the Empress Dowager read Viceroy Hsi Liang's telegram the other day reporting the restoration of order in Yunnan and the dispersal of the anti-monarchist insurgents, her Majesty received the news with some doubts as to the accuracy of the Viceroy's report. These were, however, laid at rest, for the time being, by the strenuous protestations of Prince Ching who declared that Viceroy Hsi Liang would not dare to mislead her Majesty. About a week ago a dispatch was received from Yunnan to the effect that there were still scattered bands of insurgents on the Yunnan-Tungking border which were causing much trouble to the authorities. This report once more aroused the Imperial doubts and suspicions, and a sharp Rescript was at once sent to Viceroy Hsi Liang ordering him to explain himself and to delay no longer in clearing the province once and for all of the pests. In reply a joint telegram in the names of Viceroy Liang and Governor Chang Ming-chi of Kwangsi informed the Throne of Sun Yat-sen's escape to Europe (already noted in this column) which showed that the back of the insurrection had been actually broken. We now understand that instructions have since been sent to Viceroy Hsi Liang to distribute a large sum of money from the Yunnan treasury amongst the inhabitants of the districts that suffered from the recent insurrection. —N. C. D. News.

AN INGENUOUS ROBBERY.

THE "DEVIL" IN THE CLOCK.

A most ingenious robbery was perpetrated a couple of nights ago at Ban Kien near Sam Sen says the *Siam Free Press*. This locality is inhabited by many rich Malay families, and consequently became a mark for robber speculation. A rich Malay's house was selected for the first visit, and towards the small hours of the early morning the old patriarch of the slumbering family thought he heard a noise down stairs. He listened again, and assured himself that it was a noise, and so he cautiously proceeded to the parlour from whence the sounds came. In the compartment stood an ancient time-keeper, of the "Grand Father's Clock" type, that stood ninety years on the floor. So the old Malay stole softly in with a lamp in his hand, searched the room, and found no intruder. He then proceeded to look at the clock, and to his great surprise, found that it had "stopped" short, a thing it had not done for years. Fearing he might be labouring under an optical delusion, the old fellow rubbed his eyes again and approached closer, bringing the light almost in touch with the face of the clock. This time there was no mistake. The clock had stopped, and so our friend decided to set the pendulum swinging. He then proceeded to open the door of the great clock, when with a cry of terror he dropped the light and rushed out calling on the neighbours and crying that the devil or *phai* had taken possession of his clock; that he saw him, with his own eyes and heard his horrible sepulchral voice. The family and the neighbours mustered together and got more lights and proceeded to the spot fully armed and determined to eject his satanic majesty by hook or crook, but on their approach they found that the clock's door was still open and that nothing worse looking than the motionless pendulum was to be seen. On further search it was discovered that a lot of valuable silver articles, which had been the pride of the family for generations had disappeared. It was too late then to unravel the mystery, and the clock now stands the innocent victim of the anger and chagrin of the outraged old patriarch.

Telegrams.

"HONGKONG TELEGRAPH" SERVICE.

SUGAR.

PROPOSED INCREASE OF DUTY.

[By courtesy of the "Sheung Po."]

Shanghai, 20th June.

It is proposed by the local authorities in Anhui province to increase the duty on sugar.

As, however, the sugar trade is chiefly in the hands of foreigners, a strong protest has been made against the proposal.

CONSTITUTIONAL GOVERNMENT.

EMPRESS DOWAGER IN CONFERENCE.

[By courtesy of the "Sheung Po."]

Peking, 29th June.

On the 27th inst., their Majesties the Empress Dowager and the Emperor had a long conference with their Excellencies Chang Chi-tung, Yuan Shih-kai, Tsai Chuk and Luk Chung-nam (members of the Grand Council) on the subject of constitutional government.

RETRENCHMENT.

500 OFFICIALS DISCHARGED.

[By courtesy of the "Sheung Po."]

Peking, 29th June.

The Governor of Shantung Province has instituted a retrenching campaign.

It is reported that more than 500 officials have been discharged from service.

[Kuter's.]

Persia.

London, 28th June.

The Shah in a Rescript, dwells upon the agitation of the Anjumans, as a consequence of which it was decided to apprehend the mischief-makers; but Parliament having relented, it had now been resolved to dissolve Parliament for three months, and at the end of that period to elect upright, pious, and patriotic deputies.

Later.

The Shah has decreed a general amnesty, except in the case of certain prisoners who are to be tried by a special court.

Russia.

St. Petersburg reports that the Council of the Empire have adopted the credit of eleven million roubles for new battleships.

The Duma adopted the report of the Finance Committee, accepting, in its entirety, the Bill of the Minister of Commerce to establish new shipping lines between Vladivostok, Shanghai and Tsuruga, to be conducted as the Volunteer Fleet.

Montenegro.

The trial at Cettinge of the persons charged with conspiring to murder Prince Nicholas has been concluded.

Six have been condemned to death, three to imprisonment for life, twenty-seven to imprisonment from six to twenty years, and thirteen to shorter terms.

Italy and Japan.

Marquis Guiccioli has been appointed Italian Ambassador at Tokio.

AN ANTI-OPIMUM PLANT.

The remarkable action of the anti-opium plant (*Combretum sandaicum*). Professor Rankin, Bacteriologist, Agri., writing in the *Indian Trade Journal*, says, appears to be due to the presence of an alkaloid, that has not hitherto been accurately studied. A dose of an extract of this plant produces a disinclination to take opium. Repeated doses lead to a complete cure of the opium habit. Certain "Anti-Opium Associations," under the auspices of the Chinese Government, make free distributions to opium smokers of the dried rosette leaves of this plant, which is found in Sumatra. According to existing reports thousands of victims of the opium habit have already been cured. A plant of the genus *Mitragyna*, which occurs in India and Burma, is also used with a similar object. The leaves of this plant have hitherto been used as fodder for cattle, and their real value is only now being recognized. The bark and the roots have hitherto been used in India as a native remedy for fever and colic. The leaves of this plant have a bitter taste and an aroma like tea. They contain a large percentage of a white crystalline alkaloid of an extremely bitter taste. The substance given, precipitates with ordinary alkaloidal reagents, and produces a carmine red colouration in a mixture of sulphuric acid and bichromate of potash. *Mitragyna* belongs to the Rubiaceae, as also does the plant used for combating the opium habit.

A SKIPPER'S CLAIM.

ALLEGED MISCONDUCT ON BOARD SHIP.

Some very interesting statements were made by a witness in a case which was heard in the Supreme Court, this morning, on the subject of Chinese pilots. The question arose out of an action brought by Captain George Bergwitz against the Shui Hing Steamship Company, in which he sought to recover \$825 for wrongful dismissal.

Mr. E. J. Grist, of Messrs. Wilkinson and Grist, appeared for the plaintiff. Mr. D. V. Stevenson, of Messrs. Deacon, Looker and Deacon, represented the defendant company. At a previous hearing the plaintiff stated that he had been employed by the defendant as master of their steamer, the *Shui-on*. He was dismissed for no reason whatever. His claims were for three months' salary at \$225 per month and \$50 a month for lodging.

In cross-examination, plaintiff deposed that he held a master's certificate for nearly nine years, passing in full in England. He was aware that the defendants complained of his treatment of the No. 1 pilot. It was correct that his boat collided with the *Tak-hing* and that a claim was made against the company. He advised the company not to pay \$32, but when the claim was reduced to \$20 he advised them to pay. In April last, he had stopped the carpenter from going ashore, but had not struck him. On June 3rd, at 7.5 p.m., the ship left the wharf. The pilot refused to tell witness the course. Witness insisted on knowing and the pilot became very violent and struck him. At that time the boat had just cleared the shipping. The No. 2 pilot and a quartermaster were steering the ship. The boat was probably then within the harbour limits. The western limit of the harbour extended from Green Island to Stonecutters Island, and a line thence to the mainland. The No. 1 pilot was not a licensed pilot. All orders had to be subject to witness's approval. The pilot gave witness a foolish answer that meant nothing on the compass. When witness spoke the ship was steering very widely. Witness drew the pilot by the shoulders to the compass and asked him to point out the course. The pilot struck him in the face three times. Witness threw the pilot down, and was attacked by the No. 2 pilot and the quartermaster. The chief engineer arrived about that time and assisted in stopping the fight.

For the defence, Mr. Stevenson called Wong Kam Cheong, the managing director of the Shui Hing Company. He stated that the conduct of plaintiff while on board his ship had been very unsatisfactory. Witness went six or seven trips with him. On the second trip the vessel could not get clear of the land and drifted down sideways, with the tide, to Sheklongtau. Witness said to the captain: "Why are you steering like this?" He replied, "The wind is strong, and it is hard to navigate." In April the commander made a complaint to witness in regard to the carpenter. The captain, when spoken to, said, "I only frightened him to make him work." The captain had told witness that the *Tak-hing* wanted to be paid for two stations broken. On June 5th the No. 1 pilot complained to witness about the captain. Witness said to the captain: "Why did you strike the pilot?" The captain replied that he only shook him by the shoulder and that he fell down and cut his own face. Witness said: "You should not ill-treat him." Witness consulted his solicitors and had a letter sent to the captain telling him not to ill-treat people on the ship. Witness had then made up his mind to dismiss plaintiff on his return trip, as before that they could not get a master for the ship. On his return he was dismissed.

The next witness was Captain Thomas Austen, who was called to speak of Chinese pilots. Before beginning, the witness said he wanted it clearly understood that what he said was purely unprejudiced and unbiased. He opened his evidence by stating that he had held a master's ticket for nineteen years, thirteen of which had been served on vessels with Chinese pilot. He was formerly skipper of the *Wing-chai*, and had had considerable experience with Chinese pilot.

Mr. Stevenson—During your experience in the East has a pilot ever attempted to strike you?

Witness—No. I think they have better sense. Your Worship, if I am appointed to the command of a ship in less than twenty-four hours I let everybody know that I am captain—and I alone.

Are pilots of a pugilistic nature?—No. What are the pilots there for?—To give their opinion of local waters.

Has the pilot any right to take charge of a ship in the harbour?—No. Pilots on Chinese vessels have no licence. They are simply elevated sampanmen.

Do you know the *Shui-on*?—Yes, I have never been on board.

You were on the *Tak-hing*?—Yes.

As what?—Chief officer.

When you were on the *Tak-hing* was there not a collision with the *Shui-on*?—Yes.

Which vessel left the wharf first?—The *Tak-hing*.

Later the *Shui-on*?—Yes.

Which is the faster ship?—The *Shui-on*.

Tell the Court how the collision occurred.—Witness stated that the *Tak-hing* left her wharf and passed the *Stanley*, which was moored at her buoy. The helm was then starboarded in order to make for the middle channel. After that the *Tak-hing* went fairly close to one of the China Merchants' steamers—the *Mei-foo*. In the meantime the *Shui-on* also left her wharf. He could not say what speed she was going, but she overtook the *Tak-hing*. She also had her helm starboarded. From the position of the two ships it was the intention of the *Shui-on* to try and pass between the *Mei-foo* and the *Tak-hing*. The *Tak-hing* blew two blasts twice, indicating that she was going to port. Witness could not state even up to then what speed the *Shui-on* was travelling, but a collision appeared inevitable as there was not room for a ship the size of

the *Shui-on* to get through. Witness surmised that the *Shui-on* then ported a little for she went across the *Tak-hing's* stern. "In so doing she collided with the *Tak-hing*, carrying away two of the latter's stanchions and two teakwood railings. Witness considered the *Shui-on* at fault for two reasons: (1) she was the overtaking vessel, and (2) the *Tak-hing* was on her starboard side.

Cross-examined—Could the *Tak-hing* have avoided the collision? Could she not have made more room for the *Shui-on*?

Witness—Yes, we could by going out of our course.

Do you know that there is a rule stating that it is the duty of any ship to avoid a collision?

—Yes. But do you think the master of a ship is always looking astern. His duty is to look ahead.

You were on the bridge at the time?—Yes.

Could you see the *Shui-on* before she struck?—Yes.

Did you call the attention of the captain?—He saw her also.

I think you said that the China Merchants' ship was the *Mei-foo*?—As far as I know.

Was it not the *Chi-yuen*?—It might have been.

How long does it take to get up full speed on a ship?—That rests with the engineer.

Little collisions with launches and junks when a ship is leaving her wharf is somewhat frequent, is it not?—We don't take much notice of them—junks.

It is not infrequent for steamers to bump when leaving the wharf?—I won't say it is of frequent occurrence. If two vessels collide they are liable to do much more damage.

Are you unemployed now?—No, no.

Are you in the *Tak-hing* still?—I am on the *Boi Ming*.

As chief officer?—Yes, I got Paddy's rise. (Laughter.)

The Court—Do you know who was the master of the *Shui-on*?—It is hard to know who is in command of a Chinese-owned vessel. As a matter of fact the captain of all Chinese ships have orders not to interfere with the pilot. When I am in command of a ship I make the pilot know that I alone am captain. If anything happened to a ship the master, and not the pilot, has to bear the brunt. I have been thirty-five years at sea and I don't want to be talked to by Chinese as to my duty on a ship.

The No. 1 pilot was then called, and he spoke to plaintiff's misconduct on board ship and the treatment he had received at his hands.

The Chief Engineer of the *Shui-on* denied the pilot's story of the plaintiff's alleged misconduct and the assault on the pilot. He spoke, however, to seeing the No. 1 pilot, the No. 2, and the quartermaster attack the plaintiff. Witness went and stopped the trouble. He did not stop the plaintiff from assaulting the Chinese, but the plaintiff from assaulting the captain.

Mr. Stevenson—Before you were employed on board the *Shui-on* what were you doing?

Witness—That has nothing to do with the case.

Yes, it has.—Witness replied he did nothing.

How long were you unemployed?—Witness asked the Court if he should answer the question.

The Court—Yes.

Witness—I was unemployed for three months. Before that what were you doing?—I was on board the *Sui Tai*.

As what?—Second engineer.

How long were you there?—Four months more or less.

Why did you leave?—Because I was sick. Voluntarily?—Yes.

Mr. Stevenson here wanted to get from the witness whether the *Shui-on* was in the fairway when the trouble between the plaintiff and the pilot began.

Witness said he could not tell. He was an engineer, not a navigator.

Mr. Stevenson—Was it east or west?—I have already said that I am no navigator.

Can you not think?—Yes, I can. But that is not right.

I may be correct when I say the occurrence took place in the fairway—I am not in a position to say. I am not a navigator.

Speaking of the ship, witness observed that on this particular night plaintiff gave him to understand that he did not want to "beat any other ship running out of the harbour." In explanation witness said that it was the habit with ships leaving the port of keeping up with each other's speed. Witness stated that in going to separate he received two blows from the Chinese which were meant for the plaintiff.

Mr. Stevenson—How long did the fracas last?

Witness—Might have been a minute.

Did you see anybody with the captain that afternoon?—Yes, two gentlemen.

Who were they?—One was myself and the other was Mr. Stern.

You were all in the saloon?—Yes.

Having drinks?—Yes.

How many drinks did you have?—Two.

And the captain?—Two to my knowledge.

And how many did Mr. Stern have?—Two.

Was the captain under the influence of liquor when the ship left?—Certainly not.

And you?—I wasn't "touchy." I had only two soda-waters. (Laughter.)

Counsel then addressed the Court, and judgment was reserved.

THE FAKUMEN RAILWAY.

JAPANESE VETO MAINTAINED.

Tokio, June 24.

The Japanese Chargé d'Affaires in Peking has presented to the Chinese Government the Japanese counter-statement on the Fakumen Railway, to which reference was made in many telegrams in the *North-China Daily News* of June 17. It points out that Japan does not obstruct the development of Chinese territory, and it suggests that a line should be built connecting Fakumen with a point on the South Manchurian Railway—N. C. D. News.

THE FAR EASTERN REVIEW.

HOME GOVERNMENTS AND CROWN COLONIES.

With the June issue of the *Far Eastern Review* begins the fifth volume of that admirable trade and engineering publication, which continues to maintain the high standard it set in the early days of its career. In the latest number, there is a wide range of articles, including a description, with photographs, of the Royal State railways of Siam, the Hangyang iron and steel works, a glance at Swatow, hydraulic gold-mining in Burma, and rubber cultivation. The leading editorial is entitled "Home governments and colonies," and it is specially concerned with the recent action of the British Government in deciding to wipe out the opium divans in Hongkong, without consulting the Legislative Council as to the probable results likely to flow from such drastic action. Speaking of the Crown Colonies, the writer in the *Review* trenchantly observes, "The government of these latter is generally marked by crass ignorance and less than so consideration for the wishes of the colonists by the Home Government. Recent events in Hongkong have roused the indignation of the British resident and merchants. It appears that, without warning, the Imperial government decided to wipe out the opium trade in the colony without regard to the enormous losses sure to be involved and without consulting the people of Hongkong or even hinting its purpose. Had Hongkong been a city in central Russia the mandate could not have been more arbitrary." The proceedings at the Legislative Council when the question was taken up by Mr. Murray Stewart are summarized and the conclusion is: "Imperial despotism triumphed for the time. So far as we are able to learn the Home Government continues in its former attitude. There were a sufficient number of representatives of the home government at the meeting of the Council to smother any local expression, but the principle will not down." The article proceeds to deal with the resignation of Senator Coussin, the late Governor of Mexico, quoting from the remarks which appeared in the *Hongkong Telegraph*, and finally the conditions prevailing in the Philippines are discussed, an illuminating and most instructive article in every way. Another reference to Hongkong appears under the heading "Hongkong-Manila cattle trade," in connection with the recent protest by Messrs. Jardine, Matheson and Co., Shewan Tomes and Co., and Butterfield and Swire against the injury done to the export cattle trade of Hongkong by the stuffing and drenching of cattle at the Animal Depot. On this point the *Review* says: "In this connection it might be said that the Philippine Government has been expending millions of dollars in an ineffectual effort to stamp out rinderpest, and the unloading of imported cattle that are either sick and susceptible to disease as a result of the stuffing at Hongkong, did not serve to assist in making this campaign a success. This attitude on the part of the Philippine Government has no motive; but the protection of Philippine stock, and there is every reason to believe that satisfactory regulations will be arranged for so that this trade may be encouraged. The action of the Hongkong authorities in promptly suppressing the stuffing process has made a most favourable impression and reflects credit upon the business firms who took the initiative." The *Review* is as discursive and interesting in other respects as ever and certainly cannot be ignored by those connected with the business life of the Far East.

A MATTER OF JURISDICTION.

CLAIM FOR DAMAGES AND ALLEGED LIBEL.

At the Supreme Court, this morning, the Chief Justice (Sir Francis Pigott) presiding, the hearing was continued of the case in which the Kwong Hing Cheung firm, of Canton, brought an action against Messrs. Neuter Brockelmann and Company for an injunction to restrain the defendants, their servants, and agents from largely representing to the German Consul at Canton, and to the Chinese authorities at Canton, that certain of the partners of the Cheung Loong firm, of Hongkong, sugar merchants, were also partners in the plaintiff's firm; and from further endeavouring to enforce payment by the plaintiff of a debt alleged to be due to the defendants by the Cheung Loong firm, by attachment of property belonging to the plaintiffs, or in which they were interested. The plaintiffs, therefore, claim the sum of \$10,000 damages for alleged false representation and libel.

Following was the jury empanelled:—Messrs. Robert Shewan (foreman), T. F. Hough, Richard Marten, J. A. Jupp, G. W. C. Pemberton, A. D. S. Coussand and A. W. Becker.

Mr. M. W. Slade, instructed by Mr. C. F. Nixon, of Messrs. Haslings and H. Jings, appeared for the plaintiff firm. The Hon. Mr. H. E. Pollock, K.C., and Sir Henry Berkeley, K.C., instructed by Mr. E. P. H. Laug, of Messrs. Deacon, Looker and Deacon, were for the defendant firm.

Witnesses were examined for the prosecution, and the case, which is expected to last several days, was adjourned.

THE ANTI-OPIMUM CAMPAIGN.

Owing to the slackness with which opium is suppressed by the provincial authorities, the Imperial Commissioners of Opium Prohibition are about to appoint a number of officials whose duties shall be to visit the different provinces and to ascertain the local conditions relating to the prohibition of opium.

As for the manner of suppressing opium-smoking among the Metropolitan officials, the Commissioners will request the heads of the various Ministries and yamens to make out a list of opium-smoking officials under them within ten days. The Commissioners will then compel the smokers to go through the opium cure offered by the Imperial Anti-opium Bureau.—N. C. D. News.

To-day's Advertisements.

HONGKONG GYMKHANA CLUB.

THE THIRD MEETING of the Season will be held at Happy Valley, on SATURDAY, 4th July, 1908, commencing at 4 P.M.

The Charge of Admission will be \$1.00 for others than Members of the Hongkong Jockey Club or Gymkhana Club.

Soldiers and Sailors in uniform Half-price. The Committee invite the Ladies of Hongkong to be present.

REGINALD F. C. MASTER, Hon. Sec. and Treasurer. Hongkong, 30th June, 1908. [67]

DOUGLAS STEAMSHIP COMPANY, LIMITED.

FOR SWATOW, AMOY AND FOCHOW.

THE Company's Steamship

"HAICHING."

Captain Pastmore, will be despatched for the above Ports, on FRIDAY, the 3rd July, at 2 o'clock P.M.

A Reduction of 20% on First Class Fares to Fochow will be made during the Months of July, August and September.

For Freight or Passage, apply to DOUGLAS LA FRAIK & Co., General Managers. Hongkong, 30th June, 1908. [628]

"SHIRE" LINE OF STEAMERS, LIMITED.

NOTICE TO CONSIGNEES.

FROM MIDDLESBROUGH, ANTWERP, LONDON, COLOMBO AND STRAITS.

THE Steamship

"MONTGOMERYSHIRE."

Captain Jackson, having arrived from the above ports, Consignees of Cargo are hereby informed that their goods are being landed at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, Kowloon, and stored at Consignee's risk and expense.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on MONDAY, 6th July, at 2 P.M.

All Claims must be presented within fifteen days of the steamer's arrival here, after which date they cannot be recognized.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 6th July will be subject to rent.

Bills of Lading will be countersigned by SHEWAN, TOMES & Co., Agents. Hongkong, 30th June, 1908. [629]

FOR SHANGHAI, YOKOHAMA, KOBE AND MOJI.

THE Steamship

"GREGORY APCAR."

Capt. S. H. Nelson, will be despatched for the above Ports on SATURDAY, the 4th July, at 4 P.M.

This Steamer has Superior Accommodation for Passengers, and is installed throughout with Electric Light and carries a duly certified Doctor.

For Freight or Passage, apply to DAVID SASSOON & Co., LIMITED, Agents. Hongkong, 30th June, 1908. [630]

EDUCATION IN CHINA.

NEW REGULATIONS.

The Board of Education has issued ten regulations governing educational matters throughout the whole Empire. They are as follows:—

(1)—That in every district a Bureau shall be established to encourage the gentry to open colleges and students to attend same.

(2)—Every capital city must have at least one hundred primary schools and a minimum of five thousand students.

(3)—All prefectures and districts must have at least forty schools and a minimum of two thousand students.

(4)—Every village must have one primary school and a minimum of forty students. Hamlets shall combine to form a similar classification.

(5)—Every child at the age of seven years shall be compelled to attend school.

(6)—Any official succeeding in persuading gentry to found schools shall be rewarded.

(7)—The parents of any child, of seven years of age or over, shall be held responsible for the attendance at school of such child and will be punished in the event of its failure to attend.

(8)—The officials in charge of the above mentioned Bureaus will be rewarded if successful but in the event of failure will be degraded.

(9)—All prefects and magistrates who fail to obtain the stipulated number of schools and students in their respective districts will be punished.

(10)—The Commissioner of Education in each of the Provinces shall make a thorough investigation in accordance with the foregoing and shall inquire into the proficiency of professors and teachers and report thereon. Two years shall be allowed for the carrying out of this work.

HONGKONG VOLUNTEER RESERVE ASSOCIATION.

The following are the five highest scores in the competitions on Saturday and Sunday:—

BRADLEY CUP.

J. C. Gow..... 63 scr. = 63
A. Jenkins..... 58 scr. = 58
R. Baker..... 55 + 2 = 57
J. Hutchings..... 41 + 14 = 55
J. Olson..... 33 + 20 = 53

POOL.

J. C. Gow..... 63 scr. = 63
B. Branch..... 47 + 16 = 63
A. R. Lowe..... 58 + 24 = 82
A. Jenkins..... 58 scr. = 58
G. Gibbs..... 50 + 20 = 70

Hongkong, 30th June, 1908. [64]

Intimations.

SPECIAL BARGAINS!

OFFERED IN SOME

First CLASS PIANOS.

TO CLEAR ORDINARY PRICE.

Rachals - - \$565 \$700

" - - 535 650

" - - 410 500

Collard - - 580 700

Steinweg - - 540 650

Hopkinson - 430 550

Haake - - - 395 500

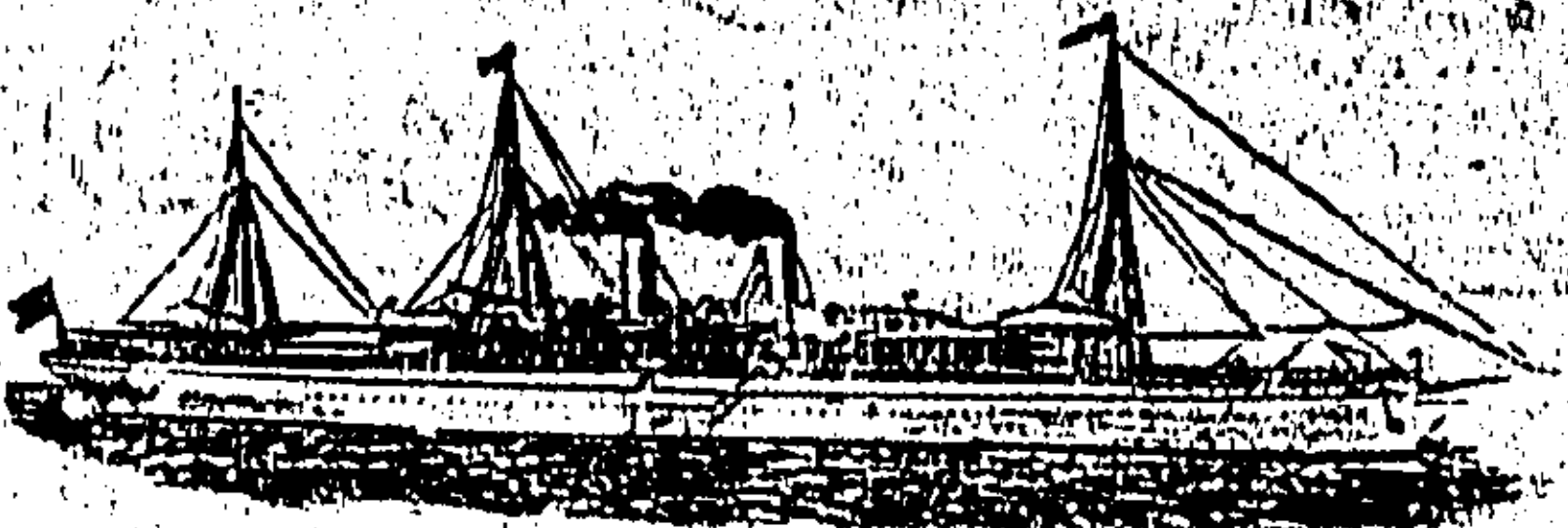
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ROYAL MAIL STEAMSHIP LINE.

Luxury—Speed—Functuality.

The only Line that Maintains a Regular Schedule Service of under 12 Days across the Pacific is the "Empress Line." Saving 5 to 10 Days Ocean Travel.
12 Days YOKOHAMA to VANCOUVER. 21 Days HONGKONG to VANCOUVER.

PROPOSED SAILINGS.

(Subject to Alteration).

R.M.S.	Tons	LEAVE HONGKONG	ARRIVE VANCOUVER
"EMPRESS OF JAPAN"	6,000	SATURDAY, July 4th	July 25th
"MONTEAGLE"	6,163	SATURDAY, July 11th	Aug. 4th
"EMPRESS OF CHINA"	6,000	SATURDAY, July 25th	Aug. 15th
"GLENFARG"	3,700	SATURDAY, Aug. 8th	Sept. 6th
"EMPRESS OF INDIA"	6,000		
"LENNOX"	3,700		

S.S. "LENNOX" and "GLENFARG" are Freighters only and do not carry Passengers.
"EMPRESS" steamships depart from Hongkong at 4 P.M.
S.S. "MONTEAGLE," "LENNOX" and "GLENFARG" at 12 Noon.

THE Quickest route to CANADA, UNITED STATES AND EUROPE, calling at SHANGHAI, NAGASAKI, (through the INLAND SEA OF JAPAN), KOBE, YOKOHAMA, VICTORIA, B.C., connecting at VANCOUVER with a Special Mail Express, and at QUEBEC, with the Company's New Palatial "EMPRESS" Steamships, 14,500 tons register, thus providing a comfortable and speedy through route to Europe.
Hongkong to London, 1st Class via Canadian, Atlantic Ports or New York £71.10
Hongkong to London, Intermediate on Steamers, and 1st Class on Railways, £40. " " £42

First-class rates to London include cost of Meals and Berth in Sleeping Car while crossing the American Continent by Canadian, Pacific direct line.
R.M.S. "MONTEAGLE" carries "Intermediate" Passengers only, at Intermediate rates, affording superior accommodation for that class.

Passengers Booked through to all points and AROUND THE WORLD.
SPECIAL THROUGH RATES (First class only) granted to Missionaries, Members of the Naval, Military, Diplomatic and Civil Services, and to European Officials in the Service of China and Japan Governments.

For further information, Maps, Routes, Hand Books, Rates of Freight and Passage, apply to
W. CRADDOCK & Co., General Traffic Agents for China, &c.,
Corner Pedder Street and Praya, Opposite Blake Pier

INDO-CHINA STEAM NAVIGATION CO., LD.

(PROJECTED SAILINGS FROM HONGKONG.—SUBJECT TO ALTERATION)

For	Steamship	On
SHANGHAI	WINGSANG	THURSDAY, 2nd July, Noon.
SINGAPORE, PENANG & CALOUTTA	KU-SANG	THURSDAY, 2nd July, Noon.
SOURABAYA	CHUN-SANG	THURSDAY, 2nd July, 3 P.M.
MANILA	LOU-NGSANG	FRIDAY, 3rd July, 4 P.M.
SHANGHAI, YOKOHAMA, KOBE	YU-NGSANG	FRIDAY, 10th July, 4 P.M.
& MOI	KU-SANG	WEDNESDAY, 15th July, Noon.

RETURN TOURS TO JAPAN.

Occurring 14 Days.

The steamers *Kutsang*, *Namsang* and *Fookang* leave about every 3 weeks for Shanghai, and Yokohama returning via Kobe (Inland Sea) and Moji to Hongkong, providing a stay of 5 to 6 days in Japan if passengers leave the steamer at Yokohama and rejoin at Kobe. These vessels have all modern improvements and are fitted throughout with Electric Light. A daily qualified surgeon is also carried.

Steamers have superior accommodation for First-class Passengers, and are fitted throughout with Electric Light.

Taking Cargo on through Bills of Lading to Yangtze Ports, Chefoo, Tientsin & Newchwang. For Freight or Passage, apply to

JARDINE MATHESON & CO., LD.,
General Managers.
Telephone No. 61.
Hongkong, 30th June, 1908.

CHINA NAVIGATION CO., LIMITED.

For	STEAMERS	TO SAIL
TSINGTAI, CHEFOO & NEWCHWANG.	"NANSHAN"	1st July, 4 P.M.
HAIPHONG	"CHIHU"	2nd " 10 A.M.
SHANGHAI	"KIUKIANG"	3rd " 4 P.M.
CHEFOO & TIENSIN	"KUEIHOW"	4th " "
CEBU & ILOILO	"KAIFONG"	4th " "
MANILA, ZAMBOANGA, THURSDAY ISLAND & other AUSTRALIAN PORTS	"TAIYUAN"	3rd Aug. "

MANILA and TIENSIN STEAMERS have superior Passenger accommodation with Electric Light throughout and Electric Fans in the Staterooms and Dining Saloon.

AUSTRALIAN STEAMERS have superior accommodation with Electric Light throughout and Electric Fans in the Staterooms. A daily qualified Surgeon is carried. Cargo booked through for all Australian, New Zealand and Tasmanian Ports.

SHANGHAI STEAMERS have good Saloon Passenger accommodation and take cargo on through Bills of Lading to all Yangtze and Northern China Ports.

Reduced Saloon Fares, Single and Return, to Manila and Australia.

For Freight or Passage, apply to

BUTTERFIELD & SWIRE,
AGENTS.
H.K. Hong, 30th June, 1908.



HONGKONG—MANILA.

Highest Class, newest, fastest and most luxurious Steamer between Hongkong and Manila.—Saloon amidships—Electric Light—Perfect Cuisine—Surgeon and Stewardess carried.—All the most up-to-date arrangements for comfort of Passengers.

CHINA AND MANILA STEAMSHIP COMPANY, LIMITED.

Steamship.	Tons.	Captain.	For	Sailing Dates.
RUBI	2,500	Almond	MANILA	SATURDAY, 4th July, at Noon.
ZAFIRO	2,500	R. Rodger	MANILA	SATURDAY, 11th July, at Noon.

For Freight or Passage, apply to

SHEWAN TOMES & CO.,
GENERAL MANAGERS.
Hongkong, 27th June, 1908.

Shipping—Steamers.



THE PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

STEAM

FOR STRAITS, OCEAN, AUSTRALIA, INDIA, ADEN, EGYPT, MEDITERRANEAN PORTS, PLYMOUTH AND LONDON.

(Through Bills of Lading issued for BATAVIA, PERSIAN GULF, CONTINENTAL, AMERICAN and SOUTH AFRICAN PORTS.)

THE Steamship

"MALTA."

Captain R. A. Peters, carrying His Majesty's Mails, will be despatched from this office for BOMBAY, &c., on SATURDAY, the 11th July, at Noon, taking Passengers and Cargo for the above Ports in connection with the Company's S.S. *China*, 5,000 tons, from Colombo, Passengers' accommodation in which vessel is secured before departure from Hongkong.

Silk and Valuables, all Cargo for France, and Tea for London (under arrangement) will be transhipped at Colombo into the Mail steamer proceeding direct to Marseilles and London, other Cargo for London, &c., will be conveyed from Bombay by the R.M.S. *Arabia*, due in London on 23rd August, 1908.

Parcels will be received at this Office until 4 P.M. the day before sailing. The Contents and Value of all Packages are required.

For further Particulars, apply to
F. J. ABBOTT,
Acting Superintendent.
Hongkong, 29th June, 1908.

NORTHERN PACIFIC LINE.

BOSTON STEAMSHIP COMPANY.

Connecting at Tacoma with NORTHERN PACIFIC RAILWAY COMPANY.

PROPOSED SAILINGS FROM HONGKONG FOR VICTORIA, B.C., AND TACOMA, VIA

MOJI, KOBE AND YOKOHAMA.

Steamer	Tons	Captain	Sailing
<i>Tremont</i>	9,506	Garlick	1st July, 1908.
<i>Swart</i>	6,332	Shotton	23rd July.
<i>Kumert</i>	6,332	Cowley	19th Aug.
<i>Shawmut</i>	9,506	Roberts	12th Sept.

CHEAP FARES, EXCELLENT ACCOMMODATION. ATTENDANCE AND CUISINE, ELECTRIC LIGHT, DOCTOR AND STEWARDESS.

The twin-screw s.s. *Shawmut* and *Tremont* are fitted with very superior accommodation for first and second class passengers. The large size of these vessels ensure steadiness at sea. Electric fan in each room. Barber's shop and steam-laundry. Cargo carried in cold storage.

* Steerage Passengers only.

PARCEL EXPRESS TO THE UNITED STATES AND CANADA.

For further information, apply to
DODWELL & CO., LIMITED,
General Agents.
Queen's Buildings,
Hongkong, 10th June, 1908.

REGULAR STEAMSHIP SERVICE TO NEW YORK.

VIA PORTS AND SUEZ CANAL, With Liberty to Call at Malabar Coast.

PROPOSED SAILINGS FROM HONGKONG:

FOR BOSTON AND NEW YORK:
S.S. "SURUGA" 18th July.

For Freight and further information, apply to
DODWELL & CO., LIMITED,
Agents.
Hongkong, 27th June, 1908.

STEAM TO CANTON.

THE New Twin Screw Steel Steamers

"KWONG TUNG" Capt. H. W. WALKER.

"KWONG SAI" Capt. E. S. CROWE.

Leave Hongkong for Canton at 9 every evening, (Saturday excepted).

Leave Canton for Hongkong at 5:30 every evening, (Sunday excepted).

These Fine New Steamers have unexcelled accommodation for First Class Passengers and are fitted throughout by Electricity. Electric Fans in First Class Cabins.

Passage Fare—Single Journey \$4.
Meals \$1.25 each.

The Company's Wharf is situated in front of the New Western Market, opposite the old Harbour Office.

YUEN ON S.S. CO., LD.,
and
SHUI ON S.S. CO., LD.,
No. 8, Queen's Road West,
Hongkong, 27th June, 1908.

Shipping—Steamers.

IMPERIAL GERMAN MAIL LINE.

NORDDEUTSCHER LLOYD, BREMEN.

STEAM FOR SHANGHAI, NAGASAKI, HIOGO AND YOKOHAMA.

THE Imperial German Mail Steamship

"PRINZ LUDWIG."

Captain F. v. Binner, will leave for the above places on WEDNESDAY, the 1st July, at 4 P.M.

NORDDEUTSCHER LLOYD,
For further information, apply to
MELCHERS & Co.,
Agents.
Hongkong, 29th June, 1908.

COMPAGNIE DES MESSEGERIES MARITIMES.

FOR SHANGHAI, KOBE AND YOKOHAMA.

THE Company's Steamship

"TOURANE."

Captain Lancelotti, will be despatched for the above Ports on or about MONDAY, the 6th July.

For Freight or Passage, apply to
P. NALIN,
Acting Agent.
Hongkong, 29th June, 1908.

"SHIRE" LINE OF STEAMERS, LTD.

FOR LONDON AND ANTWERP.

THE Steamship

"CARNARVONSHIRE"

will be despatched for the above Ports on or about the 10th July, 1908.

For Freight and further Particulars, apply to
SHEWAN, TOMES & Co.,
Agents.
Hongkong, 22nd June, 1908.

EASTERN AND AUSTRALIAN STEAMSHIP COMPANY, LIMITED.

FOR SYDNEY AND MELBOURNE, (Calling at Timor, Port Darwin, and Queensland Ports, and taking through Cargo to Adelaide, New Zealand, Tasmania, &c.)

THE Steamship

"EMPIRE"

Captain Helms, will be despatched as above on TUESDAY, the 1st July, at Noon.

This well-known Steamer is specially fitted for Passengers, and has a Refrigerating Chamber which ensures the supply of Fresh Provisions, ice, &c., throughout the voyage.

The Steamer is installed throughout with the Electric Light.

A Stewardess and a duly qualified Surgeon are carried.

N.B.—To assure the additional comfort of passengers the steamers of the Company have electric fans fitted in staterooms.

For Freight or Passage, apply to
GIBB, LIVINGSTON & Co.,
Agents.
Hongkong, 29th June, 1908.

Intimations.

THE CHINA PROVIDENT LOAN AND MORTGAGE CO., LD.

(CAPITAL PAID UP \$1,250,000)

Loans on Mortgage of House Property, &c. Goods received on Storage.

Advances made on Merchandise.

Loans made on the Provident System. (Rates and Particulars on application.)

THE OFFICE OF TRUSTEE, EXECUTOR OF WILLS, ATTORNEY, &c., Undertaken and Executed.

SHEWAN, TOMES & Co., General Managers.
Hongkong, 10th March, 1908.

THERAPION MAY NOW ALSO BE OBTAINED IN DRAGGE (TASTELESS) FORM.

SELF CURE NO FICTION! MARVEL UPON MARVEL!

NO SUFFERER NOW DESPAIR, but by using a doctor's bill or following the directions of a cure which may safely be applied to the system, you will find relief from the most distressing ailments.

1. THERAPION NO. 1—A Sovereign Remedy for discharges, suppurating ulcers, the use of which does irreparable harm by leaving the foundation of stricture and other serious diseases.

2. THERAPION NO. 2—A Sovereign Remedy for urinary and venereal diseases, urethritis, gonorrhea, and all other ailments of the urinary system, which are popularly but erroneously supposed to be incurable. This preparation purifies the whole system through the blood and thoroughly eliminates all noxious matter from the body.

3. THERAPION NO. 3—A Sovereign Remedy for chronic, nervous, and impure blood, indigestion, flatulence, and all other ailments of the digestive system, which are popularly but erroneously supposed to be incurable. This preparation purifies the whole system through the blood and thoroughly eliminates all noxious matter from the body.

4. THERAPION NO. 4—A Sovereign Remedy for skin diseases, eczema, psoriasis, and all other ailments of the skin, which are popularly but erroneously supposed to be incurable. This preparation purifies the whole system through the blood and thoroughly eliminates all noxious matter from the body.

5. THERAPION NO. 5—A Sovereign Remedy for all ailments of the female system, which are popularly but erroneously supposed to be incurable. This preparation purifies the whole system through the blood and thoroughly eliminates all noxious matter from the body.

6. THERAPION NO. 6—A Sovereign Remedy for all ailments of the male system, which are popularly but erroneously supposed to be incurable. This preparation purifies the whole system through the blood and thoroughly eliminates all noxious matter from the body.

7. THERAPION NO. 7—A Sovereign Remedy for all ailments of the nervous system, which are popularly but erroneously supposed to be incurable. This preparation purifies the whole system through the blood and thoroughly eliminates all noxious matter from the body.

8. THERAPION NO. 8—A Sovereign Remedy for all ailments of the respiratory system, which are popularly but erroneously supposed to be incurable. This preparation purifies the whole system through the blood and thoroughly eliminates all noxious matter from the body.

9. THERAPION NO. 9—A Sovereign Remedy for all ailments of the circulatory system, which are popularly but erroneously supposed to be incurable. This preparation purifies the whole system through the blood and thoroughly eliminates all noxious matter from the body.

10. THERAPION NO. 10—A Sovereign Remedy for all ailments of the muscular system, which are popularly but erroneously supposed to be incurable. This preparation purifies the whole system through the blood and thoroughly eliminates all noxious matter from the body.

11. THERAPION NO. 11—A Sovereign Remedy for all ailments of the skeletal system, which are popularly but erroneously supposed to be incurable. This preparation purifies the whole system through the blood and thoroughly eliminates all noxious matter from the body.

12. THERAPION NO. 12—A Sovereign Remedy for all ailments of the endocrine system, which are popularly but erroneously supposed to be incurable. This preparation purifies the whole system through the blood and thoroughly eliminates all noxious matter from the body.

13. THERAPION NO. 13—A Sovereign Remedy for all ailments of the reproductive system, which are popularly but erroneously supposed to be incurable. This preparation purifies the whole system through the blood and thoroughly eliminates all noxious matter from the body.

14. THERAPION NO. 14—A Sovereign Remedy for all ailments of the immune system, which are popularly but erroneously supposed to be incurable. This preparation purifies the whole system through the blood and thoroughly eliminates all noxious matter from the body.

15. THERAPION NO. 15—A Sovereign Remedy for all ailments of the integumentary system, which are popularly but erroneously supposed to be incurable. This preparation purifies the whole system through the blood and thoroughly eliminates all noxious matter from the body.

16. THERAPION NO. 16—A Sovereign Remedy for all ailments of the sensory system, which are popularly but erroneously supposed to be incurable. This preparation purifies the whole system through the blood and thoroughly eliminates all noxious matter from the body.

17. THERAPION NO. 17—A Sovereign Remedy for all ailments of the motor system, which are popularly but erroneously supposed to be incurable. This preparation purifies the whole system through the blood and thoroughly eliminates all noxious matter from the body.

18. THERAPION NO. 18—A Sovereign Remedy for all ailments of the nervous system, which are popularly but erroneously supposed to be incurable. This preparation purifies the whole system through the blood and thoroughly eliminates all noxious matter from the body.

19. THERAPION NO. 19—A Sovereign Remedy for all ailments of the circulatory system, which are popularly but erroneously supposed to be incurable. This preparation purifies the whole system through the blood and thoroughly eliminates all noxious matter from the body.

20. THERAPION NO. 20—A Sovereign Remedy for all ailments of the muscular system, which are popularly but erroneously supposed to be incurable. This preparation purifies the whole system through the blood and thoroughly eliminates all noxious matter from the body.

21. THERAPION NO. 21—A Sovereign Remedy for all ailments of the skeletal system, which are popularly but erroneously supposed to be incurable. This preparation purifies the whole system through the blood and thoroughly eliminates all noxious matter from the body.

22. THERAPION NO. 22—A Sovereign Remedy for all ailments of the endocrine system, which are popularly but erroneously supposed to be incurable. This preparation purifies the whole system through the blood and thoroughly eliminates all noxious matter from the body.

23. THERAPION NO. 23—A Sovereign Remedy for all ailments of the reproductive system, which are popularly but erroneously supposed to be incurable. This preparation purifies the whole system through the blood and thoroughly eliminates all noxious matter from the body.

24. THERAPION NO. 24—A Sovereign Remedy for all ailments of the immune system, which are popularly but erroneously supposed to be incurable. This preparation purifies the whole system through the blood and thoroughly eliminates all noxious matter from the body.

HONGKONG AVERAGE MARKET PRICES.

Corrected 27th June, 1908. per 5 Mds.

BUTCHER MEAT.

Beef sirloin & prime cut—Mei Lung Pa B.

" Corned—Ham Ngau Yuk

" Roast—Shiu

" Breast—Ngau Lam

" Soup—Tung Yuk

" Steak—Ngau Yuk Pa

" Sirloin—Ngau Lau

" Sausages—Ngau Yuk Chang

" Tongue fresh—Ngau Li

" " corned—Ham Ngau Li

" Head—Ngau Tau

" Heart—Ngau Sum

" Hump, Salt—Ngau Kin

" Feet—Ngau Keok

" Kidneys—Ngau Yiu

" Tail—Ngau Mei

" Liver—Ngau Con

" Tripe (undressed)—Ngau To

" Calves' Head and Feet—Ngau-chai-tan-keok

" Mutton Chop—Yeung Pai Kwat

" Leg—Yeung Pai

" Shoulder—Yeung Shau

" Pigs' Chitlings—Chi cheong

" Brains—Chi Kwat

" Feet—Chi Keok

" Fry—Chi Chak

" Head—Chi Tau

" Heart—Chi Sum

" Kidneys—Chi Yiu

" Liver—Chi Kon

" Pork, Chop—Chi Kai Kwat

" Corned—Ham Chu Yuk

" Leg—Chu Pei

" Fat or Lard—Chu Yau

" Sheep's Head and Feet—Yeung Tau

" Keok

" Heart—Yeung Sum

" Kidneys—Yeung Yiu

" Liver—Yeung Con

" Sucking Pigs, To Order—Chu Chai

" Suet Beef—Sang Ngau Yau

" Mutton—Sang Yeung Yau

" Veal—Ngau Chai Yuk

SHARE QUOTATIONS

Supplied by Messrs. R. S. KAPOOR & CO. Corrected to noon. Later alterations given under "Commercial Intelligence" page 5.

STOCKS	NO. OF SHARES	PAID UP	RESERVE	AT WORKING ACCOUNT	LAST DIVIDEND	APPROXIMATE PERCENTAGE OF PROFIT	CLOSING QUOTATIONS
BANKS							
Hongkong & Shanghai Banking Corporation	100,000	\$125	\$125	\$1,000,000	\$1,000,000	Final of 1906 and 1907 on new shares for 1 year ending 31.12.07	11 1/2
Nations Bank of China, Limited	100,000	\$7	\$7	\$1,000,000	\$1,000,000	\$2 (London 3/6) for 1907	8 1/2
MARINE INSURANCES							
Canton Insurance Office, Limited	10,000	\$250	\$50	\$1,000,000	\$1,000,000	\$10 for 1906	8 1/2
North China Insurance Company, Limited	10,000	\$115	\$15	\$1,000,000	\$1,000,000	Interim of 7/6 ex 2/3 for 1907	6 1/2
Union Insurance Society of Canton, Limited	12,400	\$250	\$100	\$1,000,000	\$1,000,000	Final of 1906 making \$45 for 1906 and 1907	5 1/2
Yangtze Insurance Association, Limited	12,000	\$100	\$50	\$1,000,000	\$1,000,000	\$12 and bonus \$3 for 1906	8 1/2
FIRE INSURANCES							
China Fire Insurance Company, Limited	10,000	\$100	\$10	\$1,000,000	\$1,000,000	\$5 and bonus \$2 for 1906	8 1/2
Hongkong Fire Insurance Company, Limited	8,000	\$250	\$10	\$1,000,000	\$1,000,000	\$27 for 1906	8 1/2
SHIPPING							
China and Manila Steamship Company, Limited	10,000	\$25	\$25	\$1,000,000	\$1,000,000	\$1 for 1906	10 1/2
Douglas Steamship Company, Limited	10,000	\$50	\$50	\$1,000,000	\$1,000,000	\$4 for year ending 30.11.07	7 1/2
Hongkong, Canton & Macao Steamboat Co., Ltd.	10,000	\$15	\$15	\$1,000,000	\$1,000,000	\$1 1/2 for 2nd half-year making in all \$2 1/2 for year ending 31.12.07	10 1/2
Indo-China Steam Navigation Co., Ltd. (Preferred)	60,000	\$5	\$5	\$1,000,000	\$1,000,000	\$1 for 1906 @ ex 2/3 = \$2.24 per share	31 1/2
Shanghai Tug and Lighter Company, Limited	200,000	\$10	\$10	\$1,000,000	\$1,000,000	Final of 1906 making \$1 1/2 for 1907	7 1/2
"Shell" Transport and Trading Company, Limited	1,000,000	\$1	\$1	\$1,000,000	\$1,000,000	Second interim of 1/2 (Coupon No. 9 for 1907)	4 1/2
"Star" Ferry Company, Limited	10,000	\$10	\$10	\$1,000,000	\$1,000,000	\$1.00 for year ending 30.4.1908	4 1/2
Taku Tug and Lighter Company, Limited	10,000	\$10	\$10	\$1,000,000	\$1,000,000	Final of 1906 making \$1 1/2 for 1907	12 1/2
REFINERIES							
China Sugar Refining Company, Limited	10,000	\$100	\$100	\$1,000,000	\$1,000,000	\$48 for year ending 31.12.05	\$130
Luxon Sugar Refining Company, Limited	7,000	\$100	\$100	\$1,000,000	\$1,000,000	\$1 for 1907	\$22
Perak Sugar Cultivation Company, Limited	7,000	\$10	\$10	\$1,000,000	\$1,000,000	\$1.8 (8%) for year ending 31.8.06	\$12 1/2
MINING							
Chinese Engineering and Mining Company, Ltd.	100,000	\$1	\$1	\$1,000,000	\$1,000,000	Interim of 1/6 (No. 10 for account 1908)	7 1/2
Raub Australian Gold Mining Company, Limited	100,000	\$1	\$1	\$1,000,000	\$1,000,000	No. 12 of 11-48 cents	\$7
DOCKS, WHARVES & GODOWNS							
Fenwick (Geo.) & Co., Limited	18,000	\$15	\$15	\$1,000,000	\$1,000,000	\$1.75 for year ending 31.12.06	\$13
Hongkong & Kowloon Wharf and Godown Co., Ltd.	61,000	\$10	\$10	\$1,000,000	\$1,000,000	Final of 1906 making \$1 1/2 for 1907	7 1/2
Hongkong and Whampoa Dock Company, Ltd.	50,000	\$10	\$10	\$1,000,000	\$1,000,000	Final of 1906 making \$1 1/2 for 1907	7 1/2
Shanghai Dock and Engineering Co., Ltd.	55,700	\$10	\$10	\$1,000,000	\$1,000,000	Interim of 1906 making \$1 1/2 for 1907	6 1/2
Shanghai and Hongkew Wharf Company, Limited	36,000	\$10	\$10	\$1,000,000	\$1,000,000	Final of 1906 making \$1 1/2 for 1907	7 1/2
LANDS, HOTELS & BUILDINGS							
Anglo-French Land Investment Co., Ltd.	25,000	\$10	\$10	\$1,000,000	\$1,000,000	\$1.6 for 1907	6 1/2
Astor House Hotel Company, Limited (Shanghai)	10,000	\$25	\$25	\$1,000,000	\$1,000,000	\$2 1/2 for year ending 30.6.07	11 1/2
Central Stores, Limited	50,128	\$15	\$15	\$1,000,000	\$1,000,000	\$1.80 for 1906	\$12 buyers
Hongkong Hotel Company, Limited	12,000	\$50	\$50	\$1,000,000	\$1,000,000	Final of 1906 making \$7 1/2 for 1907	7 1/2
Hongkong Land Investment and Agency Co., Ltd.	50,000	\$100	\$100	\$1,000,000	\$1,000,000	Final of 1906 making \$1 1/2 for 1907	7 1/2
Hempshays Estate & Finance Company, Limited	150,000	\$10	\$10	\$1,000,000	\$1,000,000	Final of 1906 making \$1 1/2 for 1907	7 1/2
Kowloon Land and Building Company, Limited	6,000	\$50	\$50	\$1,000,000	\$1,000,000	\$1 1/2 for 1907	6 1/2
Shanghai Land Investment Company, Limited	78,000	\$10	\$10	\$1,000,000	\$1,000,000	Final of 1906 making \$1 1/2 for 1907	6 1/2
West Field Building Company, Limited	12,500	\$50	\$50	\$1,000,000	\$1,000,000	Final of 1906 making \$1 1/2 for 1907	6 1/2
COTTON MILLS							
Kwo Cotton Spinning and Weaving Company, Ltd.	15,000	\$10	\$10	\$1,000,000	\$1,000,000	\$1.24 for year ending 31.10.1907	4 1/2
Hongkong Cotton Spinning, Weaving & Dyeing Company, Limited	125,000	\$10	\$10	\$1,000,000	\$1,000,000	50 cents for year ending 31.7.07	4 1/2
International Cotton Manufacturing Company, Ltd.	10,000	\$10	\$10	\$1,000,000	\$1,000,000	\$1.6 for year ending 30.9.06 (8%)	...
Yee Kung-mow Cotton Spinning & Weaving Co., Ltd.	8,000	\$10	\$10	\$1,000,000	\$1,000,000	\$1.8 for 1906	...
Soy Chee Cotton Spinning Company, Limited	2,000	\$10	\$10	\$1,000,000	\$1,000,000	\$1.50 for 1906	...
MISCELLANEOUS							
Bell's Asbestos Eastern Agency, Limited	1,604	\$12 1/2	\$12 1/2	\$1,000,000	\$1,000,000	1/3 per share for 1906	9 1/2
China-Borneo Company, Limited	60,000	\$12	\$12	\$1,000,000	\$1,000,000	\$1.20 for 1907	11 1/2
China Light and Power Company, Limited	50,000	\$10	\$10	\$1,000,000	\$1,000,000	60 cents for year ending 31.2.06	...
China Provident Loan & Mortgage Company, Ltd.	125,000	\$10	\$10	\$1,000,000	\$1,000,000	80 cents for 1907	8 1/2
Dairy Farm Company, Limited	25,000	\$7 1/2	\$7 1/2	\$1,000,000	\$1,000,000	\$1.50 for year ending 31.7.07	6 1/2
Green Island Cement Company, Limited	100,000	\$10	\$10	\$1,000,000	\$1,000,000	Final of 1906 making \$1 1/2 for 1907	11 1/2
H. Price & Company, Limited	18,000	\$10	\$10	\$1,000,000	\$1,000,000	75 cents for 9 months ending 31.12.07	8 1/2
Hall & Holtz, Limited	24,000	\$20	\$20	\$1,000,000	\$1,000,000	\$2 for year ending 28.2.08	10 1/2
Hongkong Electric Company, Limited	20,000	\$10	\$10	\$1,000,000	\$1,000,000	17 and bonus 20 cts. for year ending 29.2.08	7 1/2
Hongkong Ice Company, Limited	1,000	\$25	\$25	\$1,000,000	\$1,000,000	Final of 1906 making \$1 1/2 for 1907	8 1/2
Hongkong Rope Manufacturing Company, Ltd.	8,000	\$10	\$10	\$1,000,000	\$1,000,000	Final of 1906 making \$1 1/2 for 1907	8 1/2
Maatschappij tot Exploitatie van Landbouwen in Langkat, Limited	25,000	\$10	\$10	\$1,000,000	\$1,000,000	Interim of 1906 making \$1 1/2 for 1907	6 1/2
Peak Tramways Company, Limited	85,000	\$10	\$10	\$1,000,000	\$1,000,000	80 cents on fully paid shares and 6 cents on 1/2 paid shares for year ending 30.4.08	6 1/2
Peak Tramways Company (new)	50,000	\$10	\$10	\$1,000,000	\$1,000,000	None	...
Philippine Company, Limited	75,000	\$10	\$10	\$1,000,000	\$1,000,000	Final of 1906 making \$1 1/2 for 1907	6 1/2
Shanghai Gas Company, Limited	24,000	\$10	\$10	\$1,000,000	\$1,000,000	Final of 1906 making \$1 1/2 for 1907	6 1/2
Shanghai-Sumatra Tobacco Company, Limited	10,000	\$10	\$10	\$1,000,000	\$1,000,000	Final of 1906 making \$1 1/2 for 1907	10 1/2
Shanghai Waterworks Company, Limited	16,350	\$10	\$10	\$1,000,000	\$1,000,000	Final of 1906 making \$1 1/2 for 1907	10 1/2
South China Morning Post, Limited	10,000	\$10	\$10	\$1,000,000	\$1,000,000	Final of 1906 making \$1 1/2 for 1907	10 1/2
Siam Laundry Company, Limited	20,000	\$10	\$10	\$1,000,000	\$1,000,000	Final of 1906 making \$1 1/2 for 1907	10 1/2
Tientsin Waterworks Company, Limited	2,000	\$10	\$10	\$1,000,000	\$1,000,000	Final of 1906 making \$1 1/2 for 1907	10 1/2
Union Wharves Company, Limited	50,000	\$10	\$10	\$1,000,000	\$1,000,000	Final of 1906 making \$1 1/2 for 1907	10 1/2
United Asbestos Oriental Agency, Limited	10,000	\$10	\$10	\$1,000,000	\$1,000,000	Final of 1906 making \$1 1/2 for 1907	10 1/2
Watson, (A. S.) & Co., Limited	90,000	\$10	\$10	\$1,000,000	\$1,000,000	Final of 1906 making \$1 1/2 for 1907	10 1/2
William Powell, Limited	15,000	\$10	\$10	\$1,000,000	\$1,000,000	Final of 1906 making \$1 1/2 for 1907	10 1/2

* These shares are entitled to half of the profits.

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